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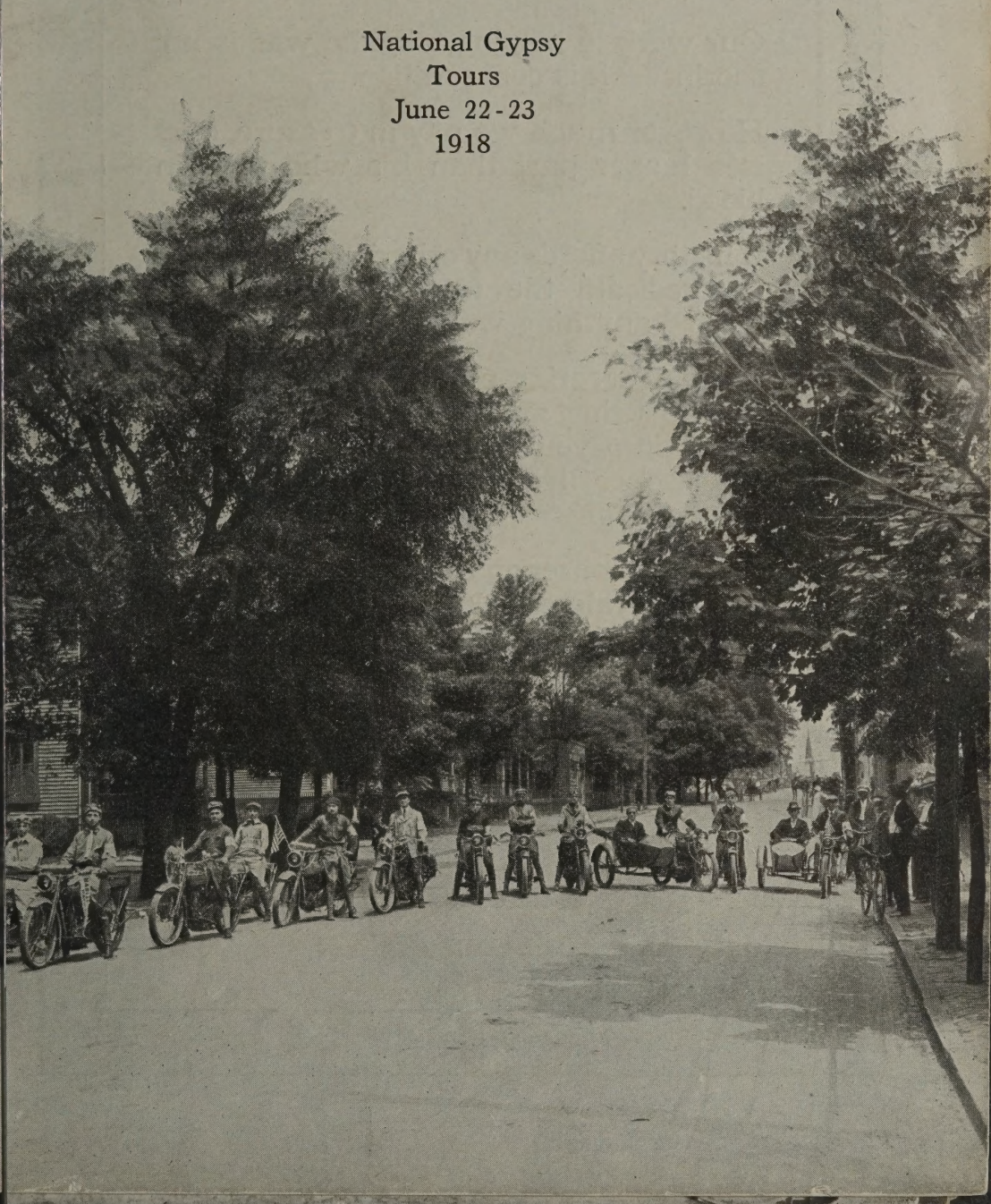
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MAR 3 1919

The Harley-Davidson Enthusiast

no. 12.

National Gypsy
Tours
June 22-23
1918



HOWEVER drastic the restrictions imposed by the Government on business, or on individual action, to the right-minded there is no hardship.

Our work in helping win the war is not sacrifice—it is consecration.

However much we pay in treasure, ours is a lesser part than his who pays in blood.

If history affords any criterion upon which to predicate the future, we have not started anything we can't finish.

Are you wearing paper clothing? Is the cook pouring an infusion of scorched beans into your coffee cup?—or would you sooner live in Germany and have those things?

“An ill labourer quarreleth with his tools”—a disloyal man kicks about the way the war is being conducted.

Buy War Savings Stamps

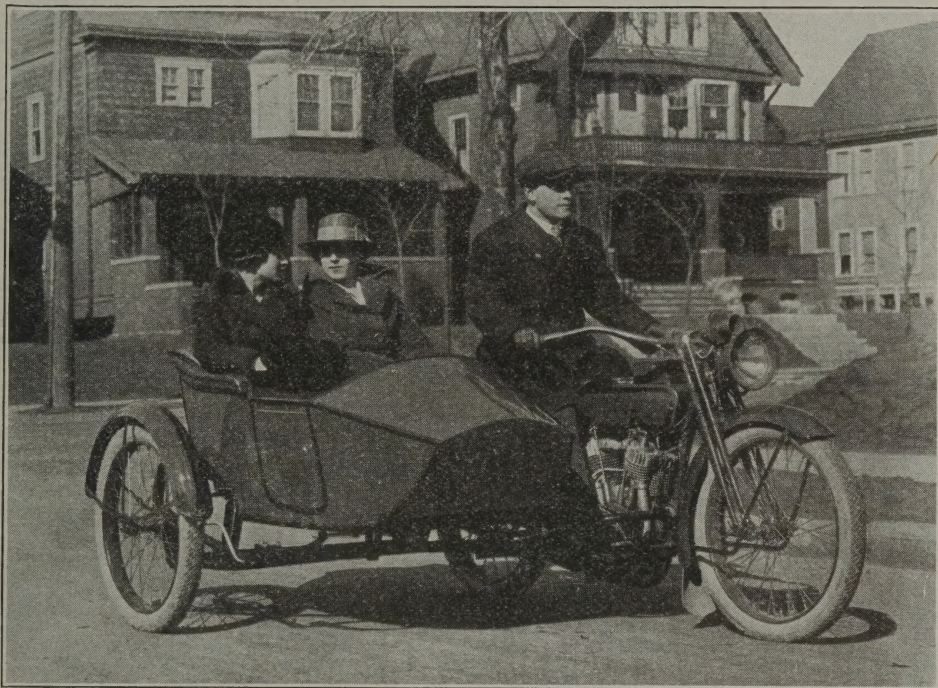
The Harley-Davidson Enthusiast

Published Now and Then by the Harley-Davidson Motor Co., Milwaukee, Wis., U. S. A.

Vol. I.

JUNE, 1918

No. 12



New Two-Passenger Sidecar

This is our new Model 18 L two-passenger sidecar. This car has been given a thorough try-out and has stood up successfully under the most severe tests. No sidecars of this type, however, will be put into stock, but they will be made up on special order.

The sidecar seat measures 30 inches between the cushions, which affords plenty of room for two people. The price for the new sidecar is \$130 f.o.b. the factory.

In general make-up, upholstery, lines, springs and so forth, the new model will equal in every way the present single passenger sidecar.

Many a married man will welcome this new extra large size Harley-Davidson sidecar. It makes it possible for the Harley-Davidson motorcycle to carry three in comfort. It will be possible to seat two passengers on the cushions, and generally there will be room for one more and the lunch at their feet.

The dealer will welcome the new sidecar to use in demonstrating, because it will give him an opportunity not only to carry the prospect, but to take the prospect's wife or sweetheart along in the sidecar at the same time which ought to insure a sale.

Japanese Army Officers in America

The picture shows the Japanese military mission now touring the United States and inspecting American manufactories and factory methods. This tour is by no means perfunctory. The present war has demonstrated how important manufac-

expressed profound admiration for its completeness and the perfection of the processes employed in producing the Harley-Davidson motorcycle.

In the group, seated, are Lieut. Gen. Chikushi and Col. Pattison; standing, from left to right, are Major

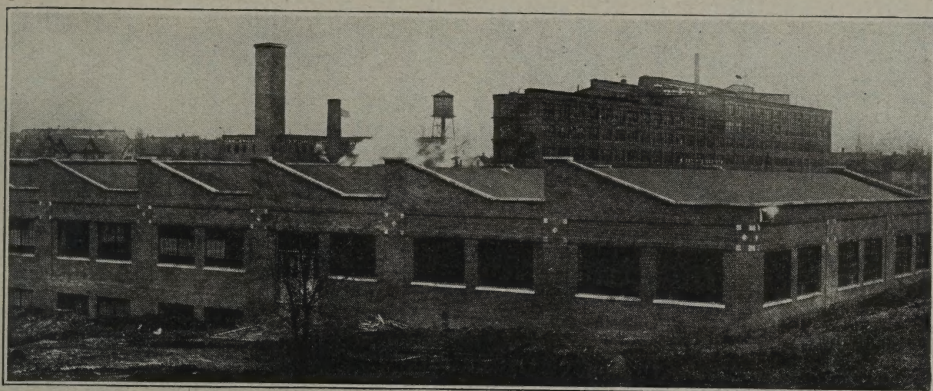


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ture is to military operations, and the visiting Japanese warriors are closely observing the collaboration between our military institution and the fourth line of defense—our factories. On a recent day this party made an exhaustive inspection of the Harley-Davidson factory and at its close

S. Fukui, Mr. Moteki, Major Ando, Capt. Suzuka, Col. Yoshida and Capt. Uchide. Col. Pattison, of the United States Army, is accompanying the Japanese officers on their tour of inspection of American manufacturing institutions. All of the Japanese officers are in the Imperial Army.





Our New Factory Addition

This latest addition to the main factory group is just one-half block west of the main building, and adds a little over 32,000 square feet of floor space to the Harley-Davidson plants. It is a fireproof building of saw-tooth construction, 120 feet by 180 feet. It is two stories for half its length (being built on a gentle slope).

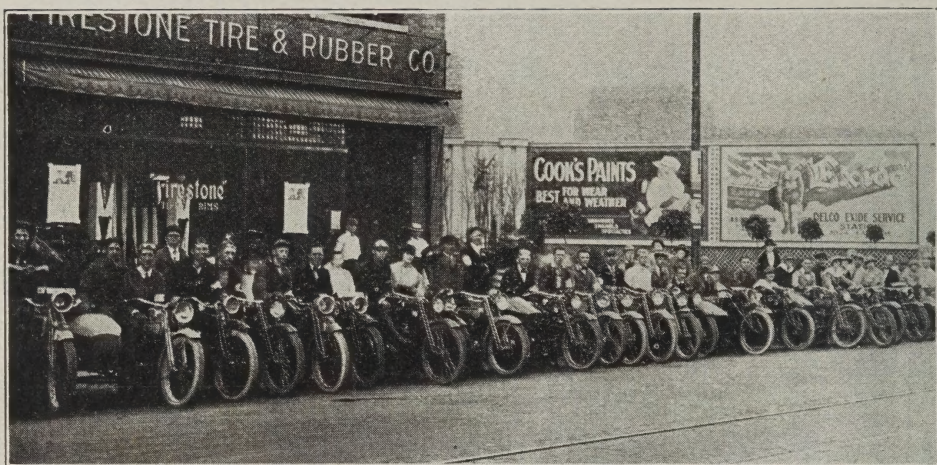
This latest Harley-Davidson building, we believe to be a very fine example of the way a building should be arranged where heavy machinery is used and where heavy raw materials are handled.

Details have been worked out for efficient and rapid production. There is a traveling crane being installed

which will unload all raw material at the delivery platform and transport it by overhead track to the very machine which will do the machine work.

The first floor of the new Harley-Davidson factory will house a brand new battery of heavy automatic machines. The second floor will house the motor crank case department where all of the machine work will be done on the motor crank cases. The rough castings come in one door and after all the machine work is done on them, they will leave the other door completely finished — all machine work done and ready for the motor assembling department.





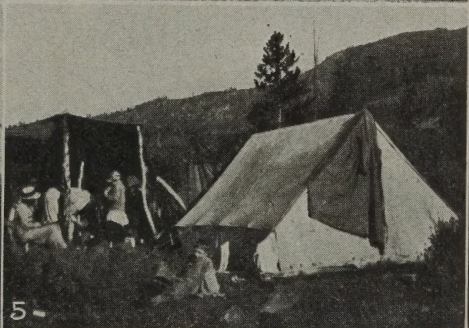
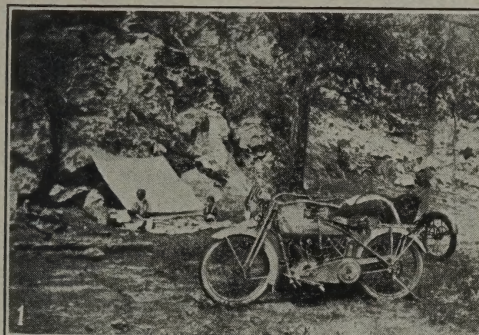
Gypsy Tours of Last Year

Of the numerous photographs of the Gypsy Tour of 1917 received at the time of the event we have picked the two shown on this page as best illustrative of the spirit of the Gypsy Tour. The one above shows the start of the tour from in front of the Firestone branch at Omaha. Writing of it, Mr. O. Rudesell, the Firestone Branch manager at Omaha, said: "We were very well pleased with the way the Gypsy Tour was conducted and everybody had a mighty fine time." That is the testimony in regard to all the towns.

Below are shown the Washington tourists at Hagerstown, Md. James L. McNamara, of Washington, who sent this picture, wrote: "The fact that the Gypsy Tour from Washington to Hagerstown was a success will be seen by a glance at the photograph. It would have been a source of keen pleasure to you if you could have been along the road and seen the orderly manner in which the entrants conducted themselves. There were more than two hundred and fifty machines. My Harley-Davidson went the 178 miles without missing an explosion."



Speaking of Gypsy Tours—

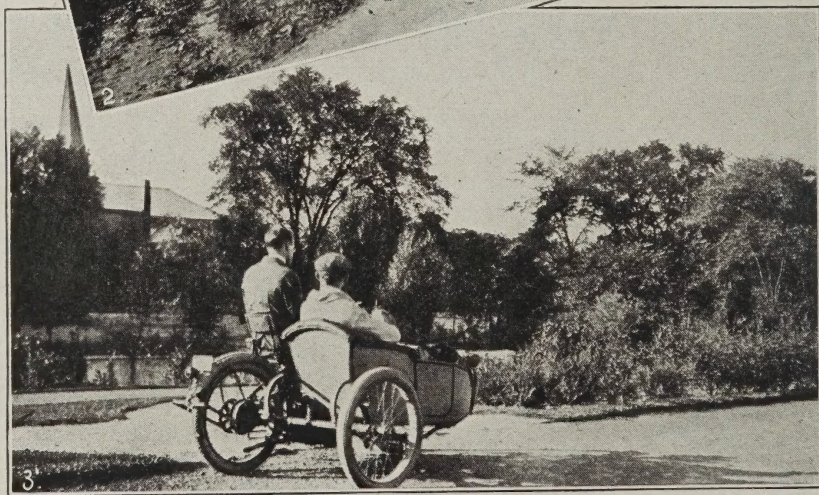
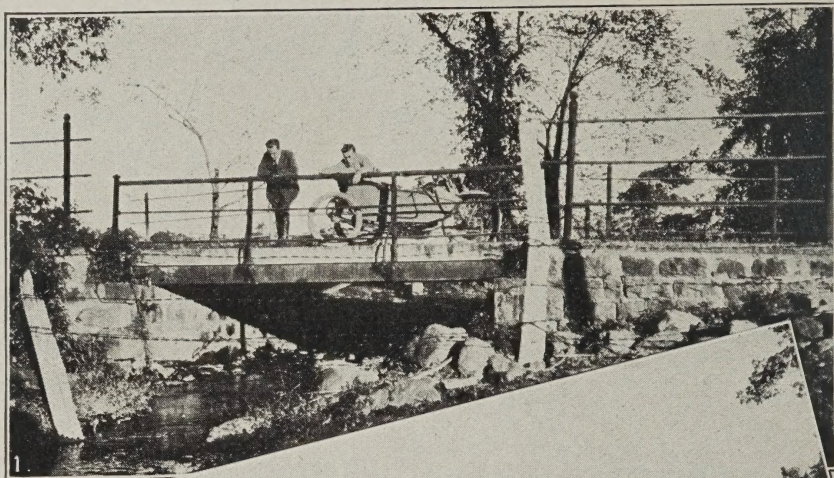


1 and 2. Family of Ralph D. B. Foster, Denver, Colorado, in camp and en tour.

3 and 5. J. F. Kunce and family, Loveland, Colorado, enjoying a touring and camping trip through the Colorado Rockies.

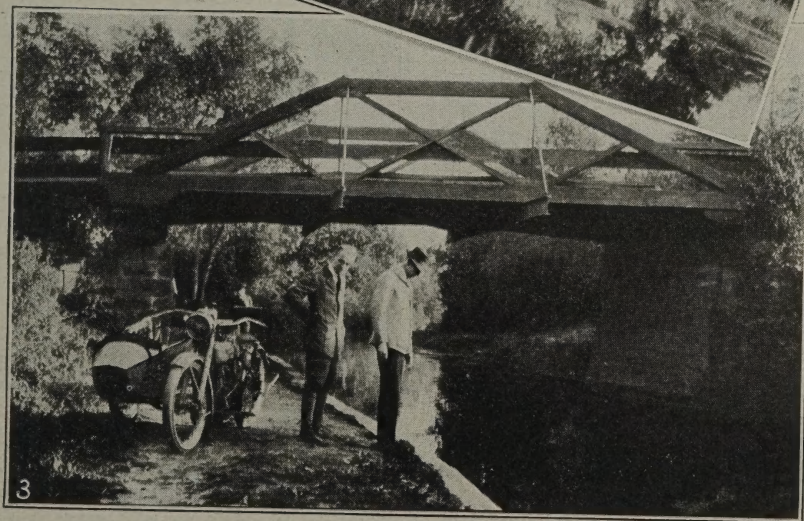
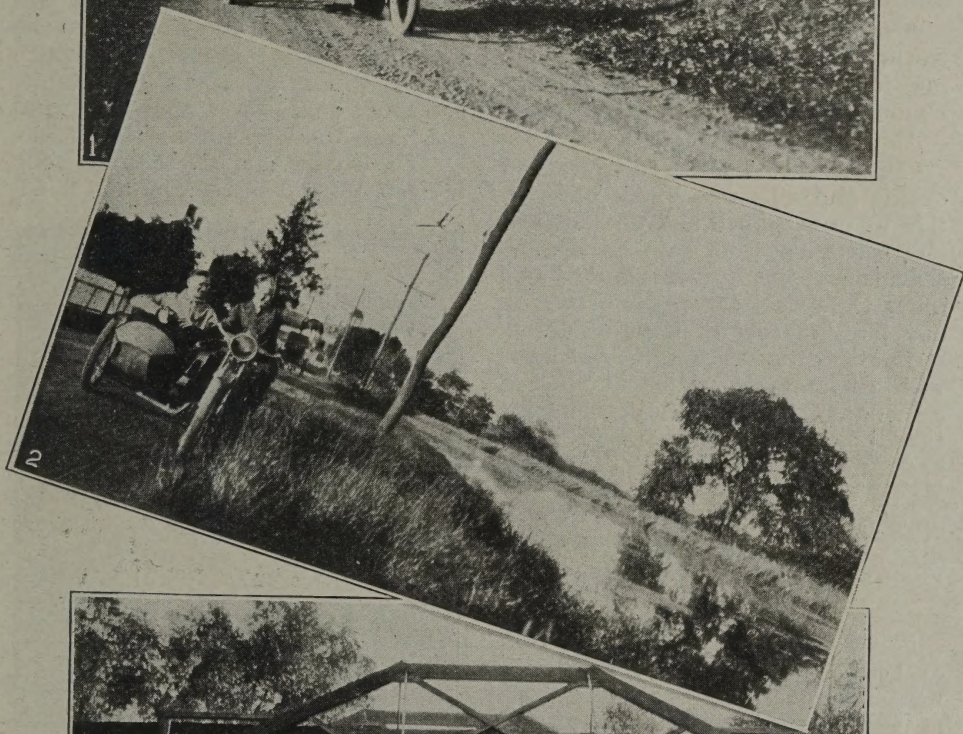
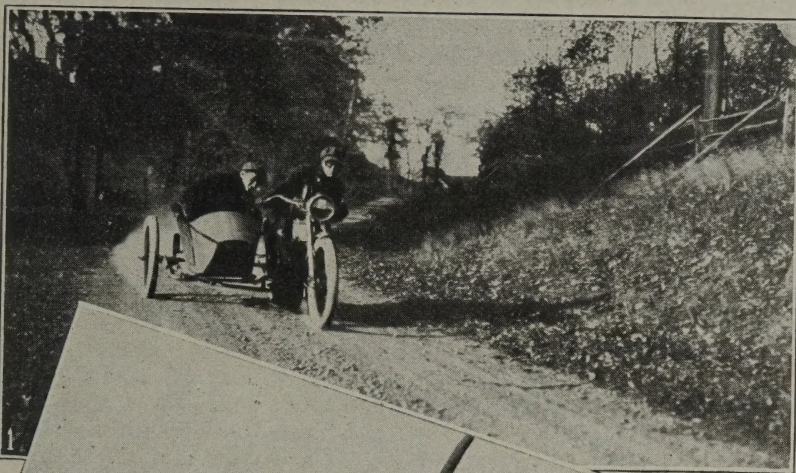
4. Mrs. R. U. Miller, Los Angeles, California, likes life in the open.

The Call of the Big Outdoors



1. Stop awhile and muse on Nature's loveliness
2. Making notes by the way
3. A perfect day and a perfect park

When the Motorcycle is the Answer



1. Getting your money's worth on a good country road
2. A bit of scenery worth stopping to admire
3. Cool shadows and velvet paths

A Record of Difficult Feats

The Harley-Davidson Motor Company was somewhat amazed on April 4th to get this telegram from Sacramento, Cal.:

"Howard Fical on a 1917 twin Harley-Davidson breaks gasoline mileage record. Went 44.2 miles on one pint, equal to 353.6 miles on one gallon. Kimball Upson Co."

A message was at once dispatched to the Kimball-Upson Company calling for particulars and a Western Union day letter was received in reply in the following language:

"Preceded and followed by sidecar outfits and all times under observation by undersigned and three others, Howard Fical, this city, on Harley-Davidson twin 17 model covered 44.4 miles by two J-M speedometers on one pint, measured in official U. S. standard druggist graduate. Rode with slight wind up back over oil macadam road. Goodyear racing tires, auxiliary heating apparatus for gas and air, carburetor run dry before start.

"Frank M. Woodson, President Capital City Motorcycle Club, former F. A. M. Referee, Sacramento, Cal."

Some skepticism was felt as to the authenticity of the record because of its astounding purport, and a letter of confirmation was eagerly awaited. On the 9th a letter received from F. J. Murray, of the Kimball-Upson Company, put an end to the suspense, but still left a distinct feeling of amazement. This letter read as follows:

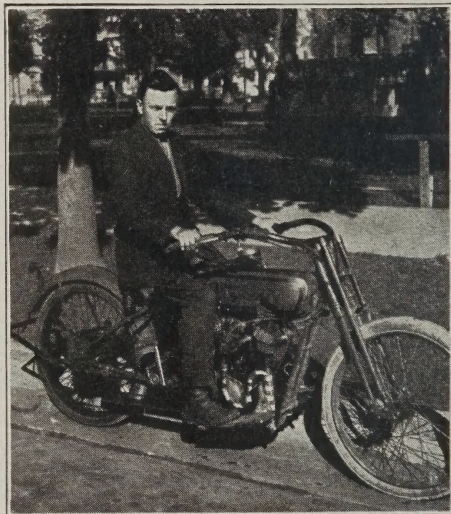
"We will explain more in detail our telegram of April 4th. Howard Fical on a 1917 twin three-speed Harley-Davidson fixed up a carburetor for the purpose of breaking the gasoline mileage record which we believe he has done.

"On Wednesday afternoon at 4:30

o'clock the tanks were drained by F. M. Woodson, who was State F. A. M. Referee for three or four years, and the gas was measured out in a one pint glass graduate and put in the emergency tank, the large tank being disconnected.

"The start was from 3322 Sacramento Avenue, over an oil macadam road to Stockton. The carburetor was taken apart about five miles from the start to remove some dirt, which caused a loss of about four tablespoons of gas. From that time until the finish there was not a stop made.

"The writer and C. Mankel, rode in front of Fical in a sidecar and F. M.



Howard Fical

Woodson and E. Forret rode in a sidecar following close behind, during the entire 44.4 miles. The four of us were with Fical so you can rest assured that this mileage was made on exactly one pint of gas. No doubt it is hard to believe that such mileage can be made, but he is willing to run it all over again if there is any doubt.

"Mr. Fical used some very good head work both on the carburetor and machine to obtain this great mileage.

"We believe this record should be official, as Mr. Woodson took absolute charge of the run. He is President of the Capital City Motorcycle Club and was former State F. A. M. Referee. In our telegram we made a slight error in regard to the mileage, the telegram read 44.2, but should be 44.4 miles.

"Hoping this information will be of some value, we are

"Yours very truly,

"F. J. Murray."

So far as the Harley-Davidson Motor Company is concerned, the fact is accepted that a rider of one of its machines made the record of 44.4 miles on a pint of gasoline, which predicated on the gallon of fuel would mean that the machine under the guidance of Howard Fical, and under of course extraordinary favorable conditions, went at the rate of 355.2 miles per gallon of gasoline. What the Federation of American Motorcyclists will do toward confirming this performance as an official record remains of course to be seen, though there is apparently no reason for not making the record official.

This good news came to us in the form of a telegram from San Francisco:

"Harley-Davidson wins both professional and amateur events San Jose hill climb April 7; Ed. Garrigues first; Dudley Perkins second, professional; time 7 seconds. Frank Cestirno first, amateur; time 10 seconds. Hill 400 feet long; 45 per cent grade; soft course."

Dudley Perkins is the Harley-Davidson dealer in San Francisco and a well-known rider with numerous scalps in his belt.

Harley-Davidson success in a hill climb at Omaha April 14th occasioned this telegram from Victor H. Roos, our Omaha dealer:

"Harley-Davidson first and second both events of hill climb. Big Bill

Dristy, two-hundred-pound rider, only one to go over the top of apparently insurmountable hill. Otto Ramer second, and only other rider to reach crest of hill."

The latest difficult feat in motorcycle riding in the region of Santa Barbara, was accomplished on a recent Sunday by Harry Smith, demonstrator for James Slaybaugh, the



Finish of a Santa Barbara hill climb. Harry Smith at the bars

Harley-Davidson dealer in Santa Barbara.

Mr. Smith chose no path of roses for his jaunt, but the rough and risky tunnel trail, which he climbed with his machine with ease and in an astonishingly short time, although, naturally, it was not a race against time.

Several interested spectators followed the rider, afoot, "just to see if

he could make it," and when Smith reached the summit he found two men who had for a half hour been trying to solve the mystery of the chug-chug they had heard coming up the mountainside. One of them, when he saw what had been causing the "racket," said to the rider: "I would not have been much more surprised if you had come up that trail in a rowboat."

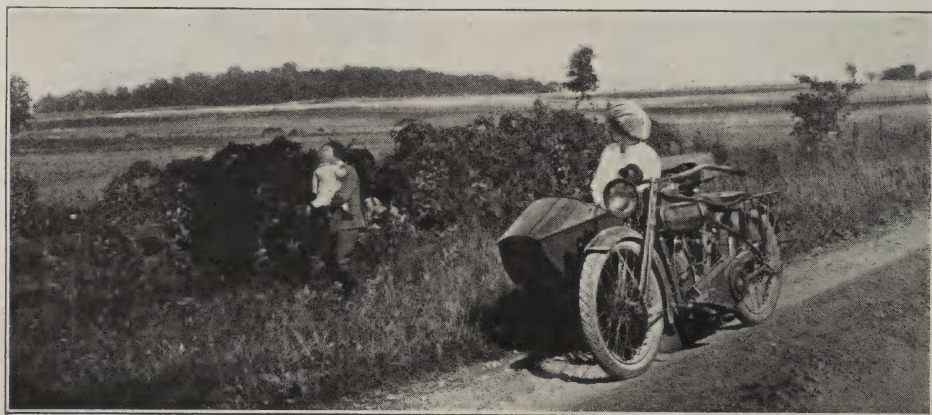
A Harley-Davidson enthusiast in Los Angeles, thinks we will be interested in a record for the Mount Wilson climb made by a Harley-Davidson sidecar combination with J. T. Fletcher as rider, without a passenger. We are interested, inasmuch as the road up Mount Wilson has over 130 hairpin turns. Mr. Fletcher negotiated the climb in 42 minutes, and claims the record for running time on a motorcycle with sidecar and no passenger.

In the Durban and District Motorcycle Club speed trails, Pinetown, Natal, South Africa, March 2nd, 1918, L. H. Spargo, riding a 1917 standard Harley-Davidson, made new solo one-third mile record. Time $15\frac{4}{5}$ seconds; rate 75.95 miles per hour.

In the same trial Spargo and B. Blackburn, riding independently 1917 standard Harley-Davidsons and sidecars, made a new South African record of $19\frac{4}{5}$ seconds simultaneous time, rate 60.6 miles per hour.

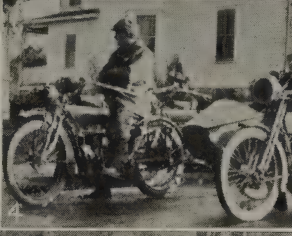


The picture above would suggest a touring scene in Holland. As a matter of fact, it was taken in Oakland, California, and shows Mr. G. C. W. Plate, of 2174 Grove Street in that city and his family. Mr. Plate took the picture himself, as the reader may observe.





Landing in a Strange Town



1. Waiting for the rest of the party to come up.
2. The next town Still ahead.
3. An escort of merry villagers.
4. Is there a restaurant anywhere?
5. Where do we go from here?

Runnin' on th' Spark

In Greenville county, South Carolina, there are said to be thirty 1918 model Harley-Davidsons to one of all other makes combined.

* * *

The women of England have taken up mounted police patrol work for suburban and country districts. This supplements the work of the constabulary, or regular police, and is so useful that the authorities go out of their way to encourage it. But they have been obliged to place one restriction on it. When the patrols applied for petrol licenses for their motor cars, the responsible authorities said, "Try motorcycles." This advice was followed, and there has been no lowering of efficiency or volume in the work done by these remarkable women.

* * *

Our Service Department thinks a Hundred Thousand Mile club would be just exactly the thing to organize right now, and therewith we heartily agree. The Harley-Davidson motorcycle never really wears out. It may

Thousand Mile club going very nicely at an early date. There will be no initiatory fee for membership in the club, and no dues. All that is required to make you a member in good standing is to have ridden one Harley-Davidson motorcycle a hundred thousand miles. In making application for membership, send in as much detailed information on repair and upkeep cost as you can with your mileage record, and a letter of verification from your dealer or an observer would do no harm. The insignia of the club probably will be a watch fob inscribed about as follows:

Presented to
(your name)

Member of Harley-Davidson Owners'
100,000 Mile Club

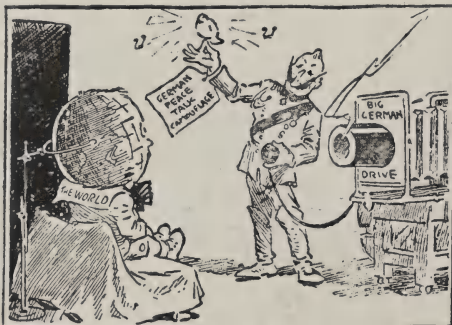
To wear one of these will confer a distinction.

* * *

The next national event for motorcyclists to fix their attention on is the Gypsy Tours of June 22 and 23. Elsewhere are pictures of some past tours, which show what enjoyable affairs they can be made outside of the interest that centers around the effort to make perfect scores. Even if a tourist can't win a medal, he can at least have lots of fun.

* * *

Howard Fical's remarkable record in Sacramento on April 3, when he went 44.4 miles on a pint of gasoline, we are firmly convinced is authentic. The fact that he was under the constant observation of Mr. F. M. Woodson, an experienced referee, satisfies us of that. Last year a Franklin six automobile, driven by "Case" Sanger of Milwaukee, made 51.2 miles on a gallon. There is an argument in the performance of Howard Fical and Case Sanger for the air-cooled motor. The Franklin automobile has an air-



Orr in the Chicago Tribune

"Now watch the little birdie"

be scrapped as the result of an accident, or an owner may buy a late model and discard an old one, but under ordinary conditions of use it is like Tennyson's brook—it runs on forever. That is why we anticipate no difficulty in getting our Hundred

cooled motor, the type that seems best fitted to insure gasoline economy.

* * *

Railroad freight carrying facilities will fall thirty per cent short of meeting requirements this year. This situation will necessitate taking engines from passenger runs and accordingly reducing passenger facilities. A great deal has already been done by motorcyclists to relieve the railroads, but more can be done. If every motorcycle owner will arrange to take his vacation outing on his motorcycle this year, the situation will be much helped. Moreover the motorcycle will take you places not possible to reach by train.

* * *

Time wasted now means lives wasted later. When government officials and businessmen of the United States are obliged to push aside their regular work to take care of Liberty Loan campaigns, other important work vitally necessary to the winning of the war is temporarily held up.

Our men "over there" *must win*—perish any other thought. The only



From the Evening Mail (New York)

Before and After. Trainer Baker: "On my word, gentlemen, there is no padding"

way they can win is through the whole-hearted support of those at home.

Right now that support must be the regular weekly or monthly purchase of War Savings Stamps, because that is the way the government must finance war work for the next few months.



Interior of motorcycle display room of A. H. Wheeler & Co., Harley-Davidson dealers, Calcutta, India. Note the characteristic costumes of the natives in the foreground

With Harley-Davidson Riders Everywhere

Jimmy Caldwell, Harley-Davidson dealers in Amarillo, Tex., is at the front in France. For awhile the folks at home have been much worried about him, but a cablegram stating that he was safe was received not

very long ago. The cablegram reads: "Feeling fine. Received no letters."

John H. Behr of Richmond, Cal., recently had the ill-fortune to have his motorcycle stolen and when it didn't show up after a reasonable time he grew lonesome and purchased another one. To insure that this one will not be taken from him he locks the rear wheel with a pair of bottle-neck handcuffs, which he regards as the best lock out. The number of the stolen machine is 1492-K, and our readers are asked to keep a watch for it.

Howard Fical, who made the extraordinary record of 44.4 miles on a pint of gasoline on April 3, went $75\frac{7}{8}$ miles on a half gallon on March 17th, in the Capital City Motorcycle Club's economy contest at the California state fair grounds, on a solo Harley-Davidson. In class 2 (side-car) G. Wentworth made 44 miles on a half gallon on a Harley-Davidson twin. F. M. Woodson acted as referee in the contest.

The St. Joseph Motorcycle Club has been organized in St. Joseph, Mo., with the following officers: President, Joseph Schlischer; vice-president, Earl Renfrow; secretary and treasurer, H. A. England. The club starts out with sixteen members and its headquarters are at 918 Frederick street.

We read in the Oregon Journal that Thomas S. Potts, in France with an aero squadron, writes to his friend, Perry Abbott of 209 Fourth street, Portland, Ore., that one learns to be an early riser in the army, beginning the day at 5:30. "As there is no place else to go, we generally go to bed about 8 o'clock. We have a



Jimmy Caldwell of Amarillo, Texas, in riding costume. He is now wearing a different kind of uniform in France

pretty good time at that and lots of good eats. We are having some beautiful weather and the roads are fine and hard, with no dust. The government here uses Harley-Davidson motorcycles with sidecar attachments. I do not believe that the lighter cars would withstand the rough usage."

Recently the chief repair man of one of our dealers in an eastern city of some magnitude was in the Harley-Davidson service building taking a factory repair course. The sales department got hold of him one day when he was around the office and suggested among other things that his home city presented a wonderful field for the development of police business. This lad is a speed bug, by the way. When the full force of the proposition struck him, he came back with: "And me get pinched for speeding? Nay, nay! Let 'em keep the ones they got—you can walk away from them."

John L. Graham, Horton, Kans., is the youngest grain dealer in the state of Kansas and his sidecar outfit is a big help in his business. "There is never a day goes by but what I have something for the Harley-Davidson and sidecar to do," he says. "I do a lot of delivering with it and also do all of my collecting on the first of every month."

According to Milton Scidmore of Terre Haute, Ind., roads in his state are fairly satisfactory to travel. On a recent trip with a friend, he started for Jackson, Mich., touching Indianapolis and going from there to Marion. From Marion he went to Fort Wayne, then to Kendallville, then to Sturgis, Mich., and reached Jackson early next morning. "I stayed in Jackson about a month," writes Mr. Scidmore, "and then I left for Terre Haute alone, coming back by way of Kalamazoo, Battle Creek and Niles, Mich., South Bend, Logansport, Lafayette,

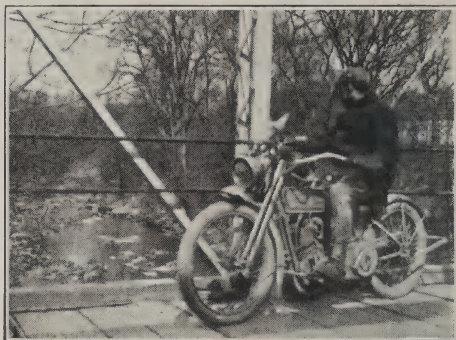
and Crawfordsville, Ind. I used about seven gallons of gas and one and one-half gallons of oil coming home. I had better roads than I had going up and I did not have to carry tandem, which accounts for the low expense."

Mr. Robert Weidaw, riding a Harley-Davidson for the Schenectady Illuminating Company and the Mohawk Gas Company, submits the following itemized repair bill covering eight months' riding, nearly 7,000 miles: Two pedal pins, 40 cents; one oil washer, 6 cents; one recoil spring, 8 cents; total 54 cents.

Walter M. Moore, Canton, Ohio, writes: "I only use a machine about 365 days in the year, being a tool maker at the Dueber-Hampden watch factories and living 5.2 miles from the shop. It takes me from eleven to fifteen minutes to get there, whereas by the cars it takes at least an hour. Also, there is no heated garage there, so I could not use an auto in the winter."

G. Fuston Baxter, supervising architect for the department in charge of the South Coast District of New South Wales, Australia, and who has his headquarters at Wollongong, tells us that he has been using a Harley-Davidson and sidecar outfit and that it is giving him excellent service. "My work entails an average of close on seven hundred to one thousand miles of monthly traveling," he says. "The roads are not good and are very hilly. The machine romps over the hills and has not refused to tackle anything in the way of sand or mud that she has been put to."

Joseph Scalfiot, Springfield, Minn., writes: "I use my machine on the farm, go to town with it and save the horses. Last fall I went to the state fair with it. I rode 300 miles and never had any trouble. I've heard fellows talk about sand and ruts, but I had no trouble getting through any place."



Sometimes you can almost hear the fish calling. Water in the spring is like the north woods in the fall. And your sporting equipment is incomplete without a motorcycle

Motorcycling on the Big Road

S. J. Anderson, Woodbury, N. J., says in a recent letter: "I want to tell you of a trip I made from Woodbury to Niagara Falls, N. Y., and return, a distance of 1,208 miles. I own one of your three-speed models with sidecar and tandem attachment. In addition to Mrs. Anderson I took my sister along. Thus with luggage I easily had 500 pounds of weight. I had figured on going by New York City, Middletown, Binghamton and Elmira and returning by Scranton and the Delaware Water Gap, taking three days each way. Privately I believed it couldn't be done, considering the load I intended to carry.

"Starting Saturday morning we arrived in Newark, N. J., by noon. Tuesday night I made Elmira and by Wednesday night at 6:15 I was in the hotel at Niagara. We stayed there until Friday morning and the same afternoon were in Elmira again. As I had by this time run my machine close to 5,000 miles without any attention whatever, I thought it best to have the dealer at Elmira look at my valves before I attempted to cross the mountains. Consequently I did not leave Elmira until Saturday noon, arriving in Woodbury Sunday night.

"I had no trouble on the road that was in any way the fault of the machine. It pulled a phenomenal load 1,208 miles in actually six days

running time, at an average of not more than eight hours a day. I figure an average of 25 miles per hour for the entire distance. If anyone who reads this has been over the same roads they certainly will take their hat off to yours truly.

"I never go out that I don't carry three people and I have ridden through mud and gravel so deep that it has been necessary to stop every few hundred yards in order to brush the dirt off the foot boards and from around the clutch. I have never yet found a road too sandy nor a hill too steep and I have yet to see the first machine of any description that has ever passed me on the road."

Lloyd Zimmerman, Delano, Cal., describes a trip recently made with his Harley-Davidson: "I just finished a trip from Delano to Portland, Ore., by the way of Redding, Lake View, Medford and up through Grant's Pass, Roseburg, Eugene, Salem, Albany and Portland. The worst road I found was from Redding to Alturas. It is up hill and down hill, rocks, boulders, sand and plenty of dust. I had some streams to ford, one with the crank case of the engine half in the water, which left the magneto submerged. There were some fellows on the other side and they told me that I could not get across. One of them was a

motorcycle rider himself, but he didn't ride a Harley-Davidson. I didn't say anything, for I was in doubt myself. I just slipped her in low and started through. The machine jumped one way and then another over the rocks, and finally crawled up the bank on the other side. The fellows said they would not have believed it if they had not seen it done. I was carrying tandem, but when I got to this stream my brother, who was my tandem rider, balked and I rode it alone.

"Some places I would go on low gear for over three miles, and the same way on second gear. It didn't seem to hurt the engine a bit.

"This trip was not for a record run. It was just a pleasure trip. I made it from Delano to Portland in eleven days' riding. Coming back from Portland to Delano I made it in seven days, but I didn't go around by Lake View. If I had wanted to and had the time the Harley-Davidson would take me up there right now. I didn't have a speedometer on my machine, so I don't know how many miles I covered, but I think I covered about 2,500 miles."

W. B. Hankins, practical horseshoer at Marshalltown, Iowa, signs himself a "Loyal Harley-Davidson Rider." He relates some interesting experiences with his Harley-Davidson sidecar outfit in a letter accompanying his card requesting that we continue his name on the Enthusiast mailing list.

"My machine has been driven some 12,000 miles," he says. "My wife and son, Russell, took a trip to Fort Scott, Kan., last summer and outside of tire trouble, made the trip in fine shape. We experienced mud, sand and rocks, and forded two rivers, and while in Kansas City were greeted heartily by the local dealer. When my son and self go we set up some pretty fair records for cross country driving. My home is in Southern Iowa, about ninety miles from Mar-

shalltown, and my son and I left here at 9:20 on one Sunday morning and went over the Lincoln Highway to Tama, from there to Malcolm, on to Oskaloosa, and from there to Delta, my former home. On our return we came a shorter route and we were home at 3:30 p. m. The entire trip totaled about 190 miles. We also drove from here to Cedar Rapids one Tuesday, a distance of 78 miles, and our time going was three hours and returning was 2 hours and 30 minutes. I am planning a trip to Nebraska this summer and we are going this time equipped with a kodak.

"My wife is fifty years old and on the trip to Kansas she enjoyed every minute of the time and was never tired or sick. My son did some fine boosting and advertising in Fort Scott. Marshalltown has a few other makes of motorcycles, but every two out of three are Harley-Davidsons.

"Snow or cold weather makes no difference. My son drives nearly thirty days out of every month. We are still using the same rings and the crank case has never been opened."



The photographer has caught the lady and gentleman giving an unconscious demonstration of just exactly how to use the new top and windshield on a Harley-Davidson sidecar

Pointers for Harley-Davidson Riders

The current edition of *Popular Mechanics* has this article on a clever method of foiling the joy rider or motorcycle thief, written by Edwin Edgerton, Alhambra, Cal.:

"By equipping my motorcycle with a simple system of electric wiring I

Are you getting from 800 to 1,200 miles per gallon of oil? Do you realize that one of the big advantages of your Harley-Davidson motor is its economy in oil consumption, which not only means a big saving in your fuel bill but a cool, quiet, clean motor and freedom from carbon with its resultant evils?

It is not always appreciated that over-oiling is almost as serious in its effects as under-oiling, without even taking into consideration the waste of oil. If after your motor is "run in," your mechanical oiler is adjusted to feed at the rate of 800 to 1,000 miles per gallon, your motor will give better service in every respect than if you over-oil. The hand pump is for emergency use only, and should not be used below a speed of 40 miles per hour unless the motor is under a very heavy pull.

There are naturally extraordinary conditions of service and it pays to run no risk of under-oiling. Cold weather service necessitates the use of more oil than normal service but it is true that the average rider over-oils.

Study the matter of lubrication. Read the articles in your manual on the subject, or consult your dealer. To get the results it is necessary to use a good quality of oil but most riders, nowadays, realize that good oil is cheapest. Don't let your money go up in smoke of your exhaust and on top of that reduce the efficiency of your motor, and have the expense of frequent cleaning on your hands. The Harley-Davidson motor is "doing its bit" in more ways than one. Without exception it is the most economical in oil consumption of any motorcycle motor on the market. Give your motor the chance to make good on fuel economy.



have discouraged a number of would-be joy riders and possible thieves who have tampered with my mount. Two copper rivets are set in the saddle and are connected by means of concealed, insulated high-tension wires with a switch, mounted on the lower horizontal frame bar. From the switch two wires connected with the magneto terminals at the point where they are attached to the spark plugs. When the machine is left unattended, the switch is turned on. Anyone attempting to ride away gets a terrific shock, usually about a hundred thousand times, before he can get off or fall off the machine."



Two Letters from "Over There"

Two letters that arrived at the Harley-Davidson factory written at the same time "somewhere in France" are from Private L. W. Donat, and Private Carl I. Upton, both of the First Engineers. Donat's letter reads:

"We have maintained a shop ever since arriving in this wilderness of a country, though sometimes—on account of moving so much—it was composed of only a wrench and chisel, with a stone for a bench. But we have most of the tools we had in Washington, and a lot more purchased in France. Our old vise is our best friend.

"I have been in the shop all the time, and in charge most of the time, as I am now. Upton is back in the shop after quite an absence. O'Neil is driving an automobile for our regiment, but hangs around our shop a bit. DeMott transferred to aviation some time ago, and I haven't heard where he is. So you see the original squad that we had at the barracks is pretty well scattered, the other men back in their companies, and new men taking their places.

"We have only ten machines now, although entitled to sixteen. Have been promised more and, have been expecting them for some time. Still have the machines we left the States with, and one of the old Border machines is still going strong."

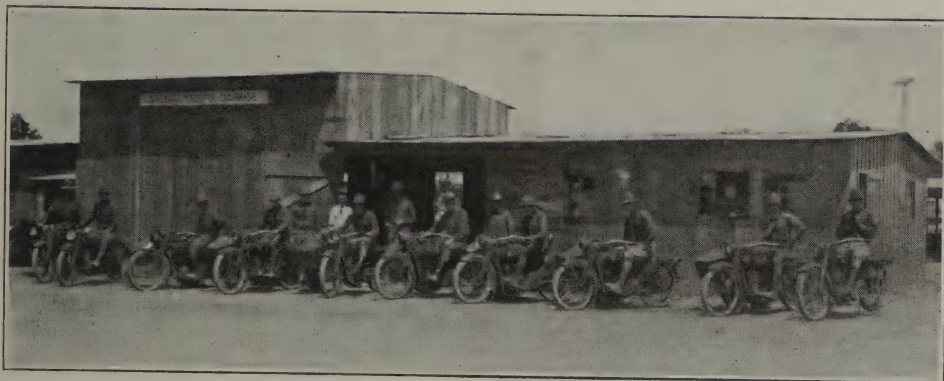
Upton writes: "I'm back in the game again for a while at least, and

am with Donat. We turn out an amazing amount of work considering everything.

"But say, when it comes to getting over the roads, through the mud, up hills, down dales, into trenches and out again, dodging shrapnel, chasing aircraft, and doing all stunts possible, and not a few that are almost impossible, they've got to hand it to the Harley-Davidson. It will beat any other make any old place, if there's nothing left but the handlebars and horn. And there are a lot of loyal fellows driving them. We all swear by them.

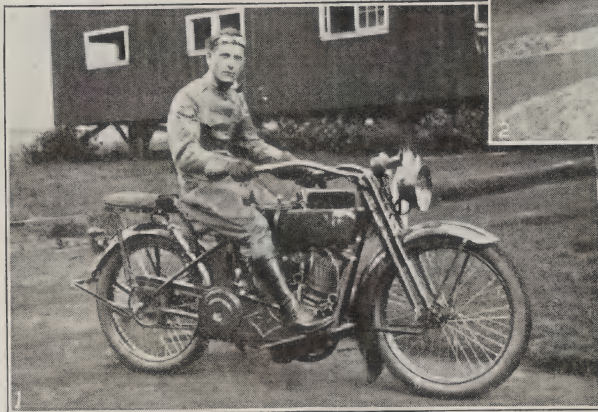
"France is as healthy a country as I ever saw in my life. We get plenty of 'chow' and are well cared for in general. We had a short but quite severe winter but have been having some real spring weather lately. We sure see a lot of the country and many things of interest. I would like to travel over here in peace times to get some ideas."

Such intimate letters bring the fighting front very close. Three or four thousand miles does not seem such a long distance when it only represents the distance between the "home fires" and our friends. Both these letters are dated in February and bear the O. K. of the camp censors. They came without postage, being endorsed on the envelope with the usual "soldiers' mail."



Our Boys Beyond Seas

Below is a picture of J. S. Bonner of the Ninth Field Artillery Band, taken at Schofield Barrack, Hawaii. He is an enthusiastic Harley-Davidson



rider. In the smaller photograph Elmer Chynoweth dispatch rider in Company A, 107th Engineers, with the American expeditionary forces in France, appears in the foreground, riding a Harley-Davidson.

An Educational Trip

On September 2 of last year, George Bachman, Scout Executive of the Boy Scouts of America, at Tiffin, Ohio, an inexperienced rider who never was on a motorcycle until the day he purchased the Harley-Davidson — left Tiffin, for New York City. His first stop was at Cleveland; from Cleveland he went to Erie, Pa., thence to Brockton, N. Y., from Brockton to Warren, Pa., from Warren directly northeast to Buffalo; from Buffalo to Niagara Falls, thence to Rochester, N. Y.; from Rochester to Albany via Syracuse and Utica, thence from Albany along the Hudson River to New York City. He arrived in New York City Saturday afternoon, just one week from the day he left Tiffin, and made comparatively good time when considering the stops at Cleveland, Niagara Falls, Rochester and Albany. Leaving New York, Monday morning, he crossed over to Hoboken, thence headed southwest through New Jersey, striking Easton, Allentown and Reading, Pa., thence on to Harrisburg, then to Gettysburg

and from there to Pittsburg; Pittsburg to Columbus, Ohio, via Wheeling, W. Va.; from Columbus to Dayton and from Dayton north again to Tiffin. This trip he made with one puncture and no engine trouble at all.

"A remarkable thing for an inexperienced rider," says Mr. Bachman, "was to climb the Cumberland mountains on high. Near Bedford, Pa., I mounted 2,140 feet, by United States survey. The trip was one of great interest and educational value."

List of Stolen Machines

Following is a list of Harley-Davidson motorcycles stolen since the last list was printed which so far have not been reported recovered. Dealers or riders locating any of these machines are requested to notify the factory at once.

2746-K

5205-M

L17T16699

L17T8486

L17T9211 and sidecar

L17T11045

L17T11863

L17T17872

L18T2695

L18T2847 and sidecar 18L7548

Raising the Twins with a Three-Speed Twin

"The Harley-Davidson is recommended very highly for machine gun use, but I find it almost invaluable in the bringing up of twins," says John H. Cathey, Clerk of the Superior Court at Asheville, North Carolina. "The picture shows myself, wife, twins and my ten year old girl." From the healthy appearance of the twins, seated on Mrs. Cathey's lap, it is very apparent the Mr. Cathey is stating the truth. Even if one is



Mr. Cathey and his family, showing the celebrated twins

not blessed with twins, the Harley-Davidson sidecar helps a whole lot in bringing up properly any youngsters that may happen to be in the family. The little one shown alone in the sidecar does not sleep well unless she has the sidecar for her bassinet. The more we look into the subject of bringing up children in the way they should go, the more ways we see in

This little Aborigine picked the Harley-Davidson



which to utilize the motorcycle in the process. What could be more satisfactory, on a day when baby is restless and peevish, than to have a self-propelling baby cab, and how completely the Harley-Davidson fills this need.



Miss Goldie Compton of Beaver Falls, Pa., in her favorite baby buggy

Under the caption, "Pounds per Passenger Too High," Automotive Industries Magazine says:

"Weight of car per pound of passenger weight is too high in America. The tendency toward long wheelbase and big engines is responsible. A five-passenger car should not weigh more than 3 lbs. per pound of passenger weight if it is to be considered a truly economical design. With a designed load of 750 lbs., a 2250-lb. car would be about right.

"If this economy in material and maintenance were carried out there would be much less talk regarding material shortages, and this vital means of transportation would not be threatened to be put into the class of non-essential industries. It is impossible to picture the farming districts of America without automobiles. It would set the country back like nothing else in the realm of imagination."

Makers of heavy cars will say that this writer's conclusions are wrong and his standard of 3 lbs. per pound of passenger weight is arbitrary and theoretical, but here is an illuminating fact which clearly shows the difference between automobile engineering and motorcycle engineering—

The Harley-Davidson Motorcycle and Sidecar Weighs 525 lbs.

Two-Passenger Capacity Averaging 300 Passenger Pounds.

This is only $1\frac{3}{4}$ lbs. per pound of passenger weight.

338.05-

HADE 5

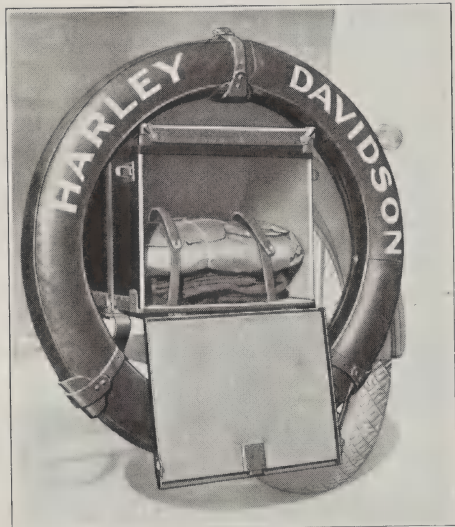
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The Harley-Davidson Enthusiast



Sidecar Trunk

HERE it is—the sidecar trunk to be used in connection with the Harley-Davidson tire rack and luggage-carrier. Large enough to accommodate a number of small articles which you may desire to take along on your trips. Made of $\frac{1}{4}$ -inch bass wood covered with a special black enameled duck. Bound with heavy vulcanized olive drab fibre. Corners protected by heavy brass finished clamps. Fitted with inside lock for which two keys are provided. Two substantial brass catches hold the door firmly in place when the lock is not used. Inside of trunk



lined with a drab color linene. Provided with two web straps so that articles can be held securely in place when the trunk is not packed to capacity. Very easy to attach to the tire rack as two or three screws properly placed will hold the trunk securely on the rack.

FX333 — \$10.00
To Fit 1917 Tire Rack

GX333 — \$10.00
To Fit 1918 and 1919
Tire Rack

THE HARLEY-DAVIDSON ENTHUSIAST

Published Now and Then by the Harley-Davidson Motor Co., Milwaukee, Wis., U. S. A.

No. 13

Fish and Game Warden Has Great Record

Geo. A. Wildman, a fish and game warden at 37 Avon St., New Haven, Conn., expresses his satisfaction in the following letter:

"In my line of work through country roads a motor has a great deal of hard work to do, and I must say that in all my riding I have had no trouble to go anywhere. In the year of 1915 my mileage was 15,000 miles and more than half of this mileage was tandem riding, the passenger weighing 160 pounds and myself 145. In the year 1916 I covered 11,000 miles on my machine. Some of this time I would use my auto but find it too expensive so I have to resort to the motorcycle.

"My line of work is warden of fish and game, and I have to travel in all kinds of weather all over the state, and my Harley-Davidson enabled me to make a good salary since I received my 1917 model on October 8th, 1916. My cases in the warden line amounted to \$192.00 in the year of 1915. I had 91 cases which amounted to \$1,860, so you can see what the Harley-Davidson has done for me. I can depend on it all the time and never had the least trouble since I had Harley-Davidsons. Before I had other makes, and was afraid to go away from home any great distance, as something was always breaking."

Massachusetts F. A. M.'s Splendid Showing

The Massachusetts State F. A. M. Convention went across with a BANG.

1,167 Paid Motorcyclists' admissions.

530 Motorcycles—majority with sidecars.

203 New F. A. M. members and renewals taken in. Larger number were new members.

Joseph Parmentier, Lowell Motorcycle Club, won the cup for neatest and largest showing made by any club. Joe sells Harley-Davidsons, of course. 'Nuff sed!

Over \$300.00 in merchandise prizes given away, such as tires, tubes, speedometers, rugs, leggings,

etc. The Harley-Davidson owners were large prize winners. Harley-Davidsons predominated.

Outside points were well represented; among them being Pittsfield, Nashua, Providence, R. I., Portland, Me., Worcester, and Greenfield, Mass.; all brought big crowds.

The park management was very much elated at the celebration, and the character of the riders attending. Massachusetts has certainly come across in setting a precedent which will be hard for any state to equal.

Officers elected, were; Jes Campbell, Governor; J. B. McNaughton, Secretary; John Wing, Treasurer.

20,000 Miles—No Trouble

"I have ridden a 1914 Harley-Davidson two-speed with sidecar and have covered over 20,000 miles, and have never had one bit of trouble. I cannot speak too highly of the Harley-Davidson," writes Albert Frankland, Route 2, New Hartford, N. Y.

A Good Boost

"While writing you in regard to another matter, I cannot refrain from giving one long cheer for the workmanship, wearing qualities and beautiful design in general of the Harley-Davidson machine," reads a postscript to a letter received from R. L. Chipman, of Spokane, Wash.



Motorcycle Officers of the Batavia Police, Batavia, N. Y.



Hudson County Boulevard Police, New York

Always On Time

"I use my machine mostly for business, through the mining camps of northeastern Oklahoma," writes Glenn Smith, of Commerce, Okla. "My machine averages from 20 to 80 miles every evening after school hours, continuous starting and stopping; but my "little iron horse" has never failed me, simply because each Saturday it is gone over from front tire to back, so it is ready for another week's run. It runs over all kinds of roads every day through the mining fields, and I generally have a companion, who says he would rather ride on a Harley-Davidson than eat.

"Sometimes I think my machine is treated more roughly than it should be, for if there is anything I like it is to pick a race with some fellow with a fine car in my rounds of an evening. I never feel lonely when I ride my Harley-Davidson. I am known all over the mining camp for being on time every evening and make fast time over such roads. Some of the operators of the mines ask me how I go and come so regularly, and all I have to say is: 'I ride a Harley-Davidson.'"

The World's Best

"I have seen several of your machines out here, with the Portuguese, and haven't the least doubt that they will keep up the record of being the world's best," writes L. B. Bentley, from "Somewhere in France."

Prefers the Harley-Davidson to Others

"I have been riding a motorcycle for the last three years," writes Charles J. Browne, Jr., of Flushing, Long Island. "My previous mounts were machines of other makes but since owning a Harley-Davidson I can say that there is not a better motorcycle made.

"I certainly am very much pleased with my machine. I had the machine almost three weeks and covered about one thousand miles and believe me, the machine runs like a boat on smooth water—nice and even. This is the first time I sat on a Harley and from the way it runs, I don't think I would change for any other make of a machine. I am a mechanic by trade and according to my ideas, the Harley-Davidson certainly has some good and strong material in its motor."

Bulletin for Owners of Machines Equipped with Model 250 Generators

We have recently issued a bulletin on the care of the model 250 Remy generator. The instructions are similar to those in the 1917 instruction manual and are intended principally for the riders who have not a manual, or who have a 1918

manual which does not include instructions on this type generator.

The model 250 generator is standard equipment on several thousand 1918 machines, and copies of the new bulletin will be furnished the owners. Ask for service bulletin No. 74.

Messengers Make Good

This letter came from the Western Union Telegraph Co., Portland, Oregon:

"The boys who are riding Harley-Davidson motorcycles in East Portland, are well pleased with their machines, and we can assure you that their services are very satisfactory. The motorcycles are very seldom in the repair shop, comparatively speaking, when one considers that they are required to cover the eastern portion of the city from Lentz

to St. Johns many times a day, through all kinds of weather and roads.

"We employ four motorcycles in East Portland, and one at the main office, at 3rd and Hoag Sts. While the boys are very regular, a vacancy occurs now and then, and we will appreciate it if you will keep in touch with the boys who want work with their Harley-Davidsons. Right now we are paying motorcycle riders \$4.00 per day. They, of course, must furnish their own gas and oil.



Riders from Princeton, Ind., lined up for a Sunday outing in the hills of Kentucky

E. R. Geiselman, Prop. of The Princeton Novelty Works, says the people who ride Harley-Davidsons down his way know how to get the most pleasure out of their machines. They get out together nearly every Sunday and the runs are always well attended.



HARLEY-DAVIDSON RIDERS
J. R. Bolling, 801 N. Trade St., Winston-Salem, N. C.

Good Mileage

"I have a 17-J model and am getting 54 miles to a gallon of gas, just running around town. This I think is pretty good when considering starting and stopping," says L. F. Taylor, of Taylor & Lewis, Fresno, Cal.

A 60-Year Old Enthusiast

Mr. Wm. Mader, Muncie, Indiana, in his recent letter said, "I am a great lover of the sidecar combination, and for my use I wouldn't give it for any automobile I ever saw, even if I am almost 60 years old."

Why You Should Join the F. A. M.

There are several perfectly good reasons why all Harley-Davidson riders should belong to the Federation of American Motorcyclists. The foremost reason is that in unity there is strength, and to enjoy the benefits of the organization's efforts you should be actively in it. The cost of original membership is but two dollars, which includes dues for one year. Thereafter the annual fee is one dollar.

The Federation of American Motorcyclists includes in its activities legal services and advice to members, protection against loss of your machine by theft (a standing reward of \$25 being offered for the recovery of any motorcycle stolen from a member), and the control of all motorcycling competitions, by means of which records are made official.

In addition there are such subjects as good roads, road maps and touring routes, and the spirit of motorcycling comradeship, all of which the Federation promotes.

Another branch of Federation activities is the prevention of imposition upon its members where local ordinances or state legislation is concerned, and the promotion of uniform and just laws and ordinances governing licensing speed limits, lighting and other road rules. Embarrassments to riders that arise in strange communities can be obviated by such concerted action through the Federation.

Your application for membership and remittance of membership fee should be made to Irwin D. Allen, Secretary-Treasurer, Box 412, Akron, Ohio.

Who is Riding the Oldest Harley-Davidson?

From time to time we receive letters from enthusiastic riders, telling us about the good service their old models are still giving them.

As a matter of record, and for publication in the future issues of *The Harley-Davidson Enthusiast* we want to learn the particulars and whereabouts of the oldest model.

Send along a photograph of the model, if you can.

A Farmer's Necessity

"I highly recommend the Harley-Davidson to farmers," writes E. W. Kerr, Passover, Mo. "Living on a farm in the Ozark region, I ride my machine over the roughest roads. Many times I have to ride through the timber country, looking after range cattle and sheep. The motorcycle is the most useful piece of machinery that we have on the farm, and as to power, it has as much as it had the day it came out of the factory. The Harley-Davidson has been used continually since the first part of 1915, and I am more than satisfied with the electrical equipment.



E. W. Kerr and his Motorcycle.

Rural Letter Carrier Never Misses a Day

Grady F. Slayton, rural letter carrier at Elk City, Okla., tells us that he has used a motorcycle for the past two years on a 52-mile mail route.

"I can say that I never knew the real serviceability of a motorcycle until I got my 1917 twin and sidecar for mail service," he says. "I have used the machine about four and one-half months without missing a single day or any part of a day on account of mud, rain or from any cause whatsoever. In view of the abuse I have given the machine by reason of running it through mud and rain, I feel very highly pleased with an expense of 65 cents for a new carburetor air valve. Have run the machine 6,000 miles.

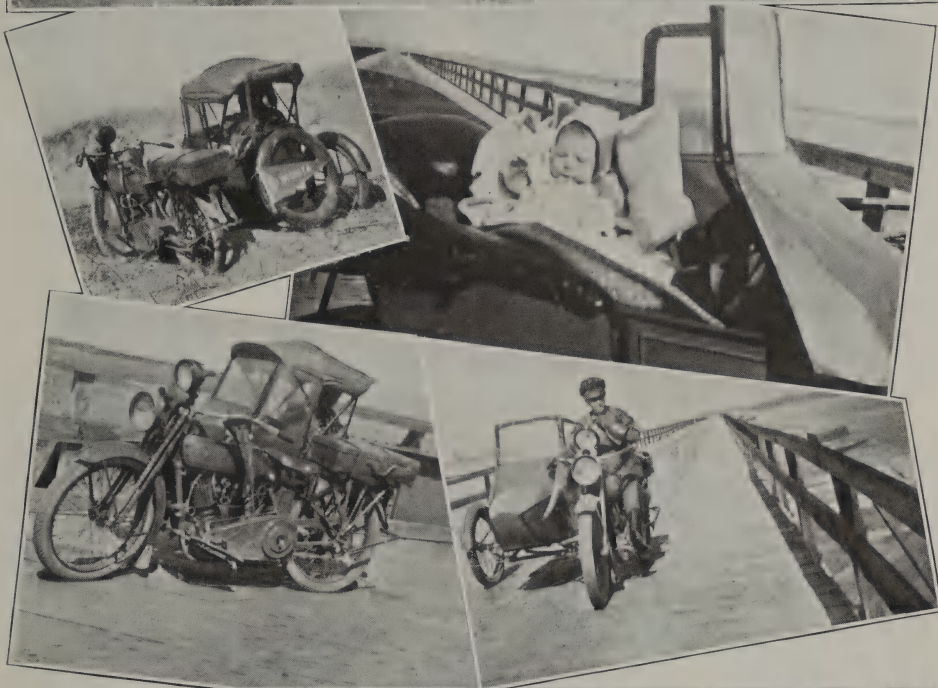
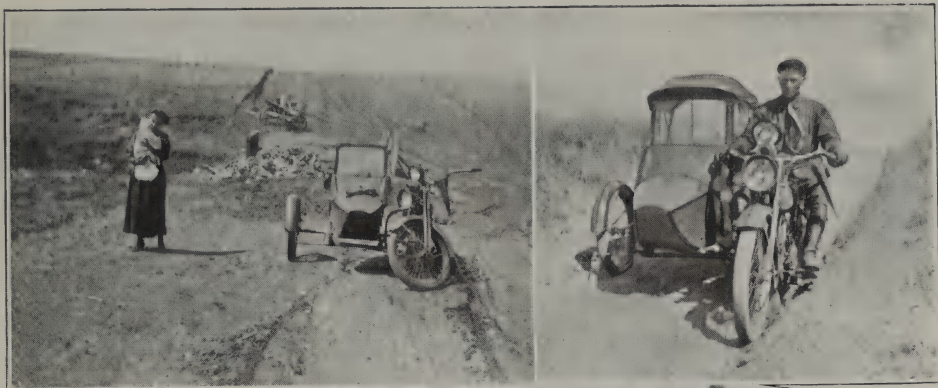
"I used another make, last year, but it failed to stand the test of summer heat as compared with my Harley-Davidson."

Another Challenge

"In reading the last issue of the *Harley-Davidson Enthusiast* I saw a little article that made me think I would send you a record I think can't be beat," says Fred Burges, Jr., Menominee, Mich.

"Have ridden my Harley-Davidson twin not less than 25,000 miles by the speedometer, but am quite sure the machine has gone 30,000 miles. The front tire has never been off the rim. I have never had a broken chain, and it sure has seen hard use, riding tandem nearly all the time, through all kinds of roads in all kinds of weather.

"All it has cost me for repairs has been 2 engine sprockets, 1 set of clutch discs and a new set of valve springs. It has gone against machines of other make and beat them all. With a little tuning up it can hit 80 miles any time."



A 603-Mile Trip

These Oklahoma scenes, photographed along the route by H. W. Snider, Wichita, Kansas, portray the many interesting and pleasant hours experienced by him and his family. His 2½ months old baby enjoyed the trip immensely and gained nearly two pounds.



This Man Wants to be Heard

"I have certainly been very well pleased with my machine," writes C. R. Darling, Cook, Minn. "I bought it two years ago today and my only repair has been to replace a bearing in the connecting rod, because of insufficient oil.

"I have never had the least bit of chain trouble and what is better still, am still riding on the U. S. tires that came with the motorcycle. What punctures I have had I can count on the fingers of one hand. I consider that remarkable, in view of the fact that the machine has been run constantly during the riding season. One of the tires looks to be good for 3,000 or 4,000 miles yet.

"What I like about the Harley-Davidson is its strength of construction, simplicity and reliability. I think nothing of taking a 300-mile trip on my machine, knowing that if anything would go wrong it is simple enough to fix it.

"In conclusion I'll say that I am writing you these few lines simply because I believe in 'advertising a good thing.'"



Stacy W. Blake, 57 Pleasant St., Orange, Mass., makes good use of a trailer attached to his Motorcycle with sidecar



Adrian Stockwill

A 14-Year Old Prodigy

This fourteen-year old boy, Adrian Stockwill, of Urbana, Ill., made a perfect score with a 1909 Harley-Davidson on the Gypsy Tour. He didn't have a bit of trouble during the tour and after it was all over, people asked him: "Don't the Harley-Davidson ever wear out?"

It's a Wonder

"I must say my Harley-Davidson is a wonder," says C. F. Clark, Cedar Run, Pa.

"I have no option when going for a pleasure ride (my wife, babe and I, I should say) on the good roads question. They are all alike around here in the Pine Creek mountains, continual hills, 20 per cent to 65 per cent grades most any place you go. From what I can make out from reports of endurance runs throughout the country, I would be eligible and consider them mere pleasure jaunts.

"I drive up to visit my parents about once a week—sort of a week-end sixty miles round trip, very bad grades and road. One strip over Trout Run Narrows, where road is only 6 feet wide, bad ruts, also straight dropoff of four hundred feet to railroad tracks, 40 per cent grade at both ends. I made the entire distance without shifting from high gear. You cannot imagine the satisfaction I feel with my machine."

110,000 Miles—Still Good

W. H. Dvorak, Adams, North Dakota, writes us that his 1913 Harley-Davidson has traveled about 110,000 miles, and is running good yet.

After 5 Years of Experience

"As I have been a Harley-Davidson rider for over five years I thought it was getting about time for me to write and let you know that I'm more than satisfied with the machine," says Frank C. Grimm, Dundee, Ia.

"My first machine was a single belt drive, 1912 model, and I ran it two years with no trouble and hardly any expense. Now I have my third one, and if I was to get a dozen more they would be Harley-Davidsons. I take good care of my machine and keep it in good shape and when I take a trip I don't have to stop on the road to repair it.

"I have been out with lots of fellows with machines of other makes and I have not found many who did not have to stop and tinker on the road. I don't know what trouble with a motorcycle is. Whenever I want to go anywhere I just give my old Harley-Davidson a kick and she's right there, she never refuses to go."



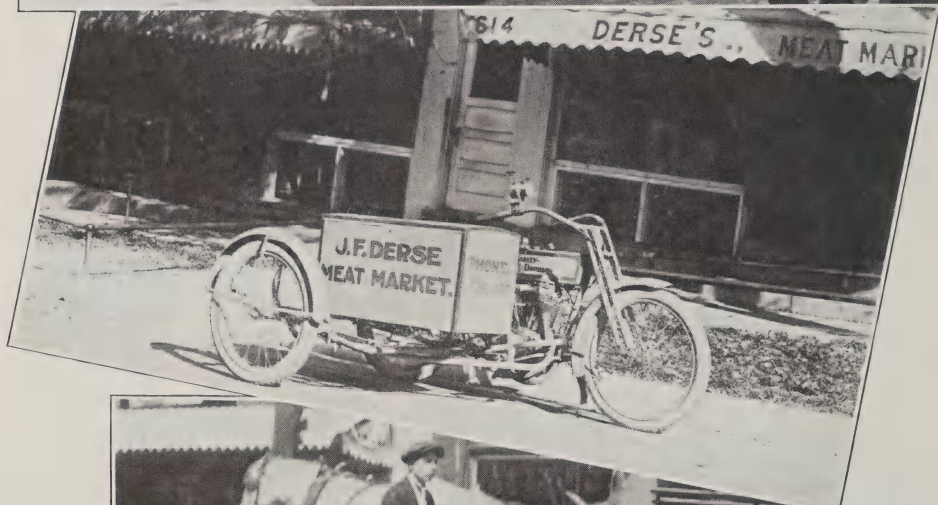
30,000 Miles, and then Some

These four young men rode 200 miles to camp without a mishap. This is a record well to be proud of, because this 1917 model has already made about 30,000 miles.

Have done over 20,000 miles with my 1915 three-speed machine and am more than pleased with the way it stood up.—John Fagan, 345 First St., Hackensack, N. J.



Harry Thompson, New York, writes us that he has no difficulty in pulling this load, and that last year he traveled over 6000 miles, riding one or two evenings a week and only every other Sunday, during the summer months



Harley-Davidson Parcelcars Indicate Business Activity

Economical operation, low up-keep, quick delivery—in other words, *efficient service*—has earned for the Harley-Davidson Parcelcars indisputable favor in the commercial field

Can You Beat This?

Fred C. Striker of Oakland, Cal., has traveled 90,000 miles with his 1914 model Harley-Davidson, which almost qualifies him for membership in the 100,000 mile club. His business takes him around the city of Oakland with a sidevan, though on Sundays he is accustomed to attach a sidecar and take his wife and two children out in the country.

At the Top

"My machine is still at the top of the list around this part of the country when it comes to going anywhere over any kind of roads," says C. L. Andrews, Rockbridge, Ill. "I can climb hills with a passenger on the tandem that the other machines can hardly climb with one rider on, and when it comes to speed I have never had any bother with it yet."

Well Satisfied

"The motorcycle and sidecar that I got from you 13 months ago is doing fine—Could not be better," says Vance Patterson, Fort Smith, Ark.

"I have traveled over the hilliest, roughest, rockiest and sandiest roads in this part of the country, with sidecar sometimes, and have never been stalled yet. Some of the country roads here are as bad as any you could find any place; worse than most of them."

Finds the Harley-Davidson Economical

Leon Mills, Gaithersburg, Maryland, writes:

"I have had lots of fun and pleasure out of my Harley-Davidson and only spent 23 cents in repairs out of 3,000 miles. I get from ten to eleven hundred miles out of a gallon of oil, and believe me my Harley-Davidson just loves the hills. All other motors may be good but I don't think you can compare them with the Harley-Davidson."



All Harley-Davidsons

"All the Cheyenne Messenger Service messengers ride Harley-Davidson bicycles, and are proud of it," reads a letter signed by all the boys. From left to right they are: Ernest Shullenberger, Glen A. Shullenberger, Carl Hagler, Charles Rainey, James Pindell.

No Hill Too Steep

D. D. Ullrich, Lebanon, Pa., tells us that there is no hill too steep for his Harley-Davidson Motorbike, and that it is the easiest riding bike in his section of the country.



D. D. Ullrich



Over the Top of Port Jervis

Port Jervis Hill, New York, is a "pippin." It is 500 feet long, begins with a 40% grade, finishes with 80%.
 Top—Harley-Davidson lineup. Left to right—Specht, Terpening, Terhune, McKinney.
 Center—Terpening winning with 10 seconds flat.
 Bottom—Terhune, who finished third in 14 seconds.



Hill with Harley-Davidsons

The Harley-Davidsons flew up that hill in spectacular fashion, easily winning first, second, and third places.

Top—Terpening, the winner, flying up.

Center—McKinney, who also went over.

Bottom—Specht, who finished second in 12 seconds.

Harley-Davidson Wins 15-Mile Northwest Championship

(From the *Sunday Oregonian*, Portland, July 22)

Bob Piery, riding a Harley-Davidson, won the 15-mile Northwest championship by breezing across the finish three feet ahead of Ed Berreth, aboard an Indian. The outcome of the classic event was a surprise. "Dustin" Farnum led the field of four starters by half a mile at the end of the 14th mile, when, on the far turn, a valve broke and he was forced to retire, leaving the race to Piery and Berreth. Berreth was leading Piery as they passed the judge's stand on the 14th lap, but the latter overtook Berreth as they came into the home stretch and breezed across the finishing line a yard ahead.

Berreth and Farnum engaged in several tilts as they sped around the mile track and see-sawed each other out of the lead a couple of times. Both rode wide open on the turns. McDonald dropped out of the race in the sixth mile, but got back later and finished third. Piery's time was 12 minutes 58 and 2-5 seconds for the 15 miles.

Cloy "Shorty" Spencer, 15 years old, riding a Harley-Davidson, made his first appearance in a racing event and handled himself like a champion in the 4-H. P. stripped stock five-mile race and won handily from McMorran, riding an Indian. Time 5 minutes 5 seconds.



Battalion of the Oregon Military Police with 12 Electrica
The Oregon military police protects the industries and wharves on the Portland water front.
part of the state in

Illinois Farmers See the Harley-Davidson Clean-Up

(From *Motorcycling and Bicycling*, Chicago, August 17)

The motorcycle meets held in connection with the Illinois State Fair, gave tremendous prestige to the motorcycle in this neck of the woods. Probably 100,000 farmers and business men have seen modern high-powered motorcycles, guided by the cream of the riders of the East and Middle West, scooting safely, at far, over a mile a minute around the track.

The motorcycle races aroused tremendous interest, and furnished the most popular sport of the week. Among America's star motorcycle riders who took part in the two days' cards were: Bob Perry, Excelsior, now helping Uncle Sam in airplane production in Chicago; Ray Weishaar, Harley-Davidson, of Bridge-

port, Conn.; Floyd Clymer, Excelsior, Henderson, and Cleveland; J. Davis, Indian, Columbus, Ohio's favorite fastest son; and Eugene Walker, Cleveland, Springfield, Mass.

Ray Weishaar on his Harley-Davidson took the lion's share, with firsts and seconds in the following events:

Monday, August 12

First in the 15-mile open—Time 12:44 Min.
Second in the 5-mile open
Second in the 10-mile open

Wednesday, August 14

First in the 1-mile time trials—Time 47 $\frac{3}{4}$ Sec.
First in the 5-mile open —Time 4:03 Min.
First in the 10-mile open —Time 8:05 Min.

Friday, August 16

First in the 2-mile novelty—Time 1:36 $\frac{1}{2}$ Min.
First in the 10-mile open —Time 8:16 $\frac{1}{2}$ Min.
First in the 25-mile open —Time 20:50 $\frac{1}{2}$ Min.
Second in the 5-mile open



Equipped Harley-Davidson Motorcycles and Sidecars

also does forest protective work, ferrets out cases of disloyalty, and is ready for a call to any use of emergency

Motorcycle Riders Make Good Fliers

In an article written for *Motor Life*, John Edwin Hogg, of the United States Naval Aero Corps, dwells interestingly on the assumption that the nature of his training is invaluable in the making of an aviator of the modern motorcyclist.

Hogg says that "the motorcyclist of any extensive experience has acquired in a very high degree that delicate sense of balance without which no one could possibly qualify as an aviator. The very first examination that is given to applicants seeking to enter the United States aero service is the test of this sense of balance and stability. Various machines are used for the test, and if the applicant fails he is rejected immediately. Education or the most perfect physical qualifications count for nothing if the sense of balance and equilibrium is in any way lacking.

"At a Government aero base the writer recently witnessed the balance test of ten applicants. Five of the men had undergone extensive motorcycle training. The five motorcyclists qualified with an average time of five seconds each in adjusting themselves to an even keel after being put through the tests. Of the other five men three were rejected, while the average time of the two successful applicants in adjusting themselves to the test was 15 seconds each.

Motorcycle Miniature Airplane

"Most motorcyclists have thoroughly familiarized themselves with the operation and upkeep of their motors and have thus acquired the fundamental knowledge without which a thorough schooling in mechanics would be necessary."

"The tiny little motorcycle motor is in reality a sort of Liliputian aircraft unit. Technically it bears a

greater similarity to the airplane motor than any other type of internal combustion engine.

"As further evidence of the value of motorcycle training in aviation, we have but to look into the careers of some of the most distinguished airmen. Almost without exception they have taken to the air with the motorcycle as a stepping stone. The Wright brothers conducted a bicycle shop, and as gasoline ousted the horse they graduated to the motorcycle. Glenn H. Curtiss, one of America's foremost aviators and airplane manufacturers, first gained National prominence as a motorcycle racer. Lincoln Beachey was a motorcycle racer before he began flying, as were also Glenn L. Martin and Art Smith. So on through the list we might go, finding scarcely a single exception.

Road Races Develop Endurance

"Numerous motorcycle road races, endurance and reliability contests promoted by the Federation of American Motorcyclists during the past several years have developed stability and physical endurance on the part of motorcyclists unquestionably far in excess of what would ever be demanded of them in aeronautics.

"With all things considered, it is worthy of note that on the application blank for enlistment into any branch of the United States aero service appear the questions: Are you a motorcyclist? Do you understand the care and operation and repair of motorcycles and motorcycle motors? The fact that these questions are asked by the Government is only a further indication that the motorcycle trained aeronautic applicant is possessed of knowledge of inestimable value which will stand him in good stead in his air work."

Enjoys Army Life

Sergt. Walter Watzl, c-o Q. M. M. R. S. No. 304, Ft. Sam Houston, Texas, writes:

"Guess it's pretty near time that I let you hear from me, and let you know I'm still in Texas and feeling healthy and happy.

"Well, I struck it pretty lucky here and when I landed, I just got right on the job and dug in and turned out jobs on which I received a great deal of praise, and in less than a month I was Sergeant. I was next promoted to inspector, and the foreman gave me charge of the whole thing—he is a Lieutenant, and lets everything to me.

"I am first Sergeant of a unit, and am getting the unit men of different companies posted on the right way of overhauling and keeping up a machine, and all I do is to go around and see that they go at the jobs the way they should.

"I am well satisfied with this army life—seeing I write out the passes for the company, I don't have to worry about going out when I want to. As far as "chow" is concerned, I feel as though I weigh 200 lbs. Drilling is easy— $\frac{1}{2}$ hour a day and work $8\frac{1}{2}$ hours—no drilling or work on Saturday afternoons. The thermometer sticks at about 100 to 110 right along. My tent is right along the main road, and is screened all around."

A Patriotic Enthusiast

Writing from "Somewhere in France," on April 22, Victor D. Fischer, formerly of Mexico, Indiana, now in Company F, 6th Engineers, says: "Among the mail from home I received this evening, I found the *Enthusiast*, which my parents had sent me. It was just like another letter and I was certainly glad to receive it.

"Your records show I am an owner of a 1915 model 3-speed twin, and 1916 sidecar, and a very enthusiastic rider of the Harley-Davidson.

"I enlisted May 23, 1917, with the 6th Regt. of U. S. Engineers, and until the time of sailing for France the last of the year, was stationed at Washington, D. C.

"It is needless to say how much I miss my machine, but my father is using it every day and getting the best of service from it.

"I hope that after victory is ours and democracy safe forever, I may have further dealings with you.

"We expect to go into active service soon and the sooner the better."

I am most interested in Harley-Davidson reliability and durability. My 1915 three-speed twin has been in use summer and winter (part time with sidecar) since spring 1915 and has cost but 50 cents for repairs.—Lehman I. Leister, McAlisterville, Pa.



Colored soldiers at Camp Travis, San Antonio, Texas, learning how to operate Harley-Davidson motorcycles

Took His Motorcycle Along to France

Harley-Davidson Motor Co.,
Milwaukee, Wis.

Gentlemen:

I last wrote you from Camp Pike, Ark., stating that I would no longer be in charge of the Harley-Davidsons there, as I was leaving for France. I believe I mentioned the fact that I was taking with me my personal motorcycle—the one that I had been riding in Oklahoma while boosting Harley-Davidsons for you there.

One year ago today, I rode into Oklahoma city, enlisted in the First Officers Training Camp, and was ordered to Ft. Logan H. Roots, Little Rock, Ark. Of course, I rode my Harley-Davidson to camp; it had seen more than 5,000 miles of service at that time.

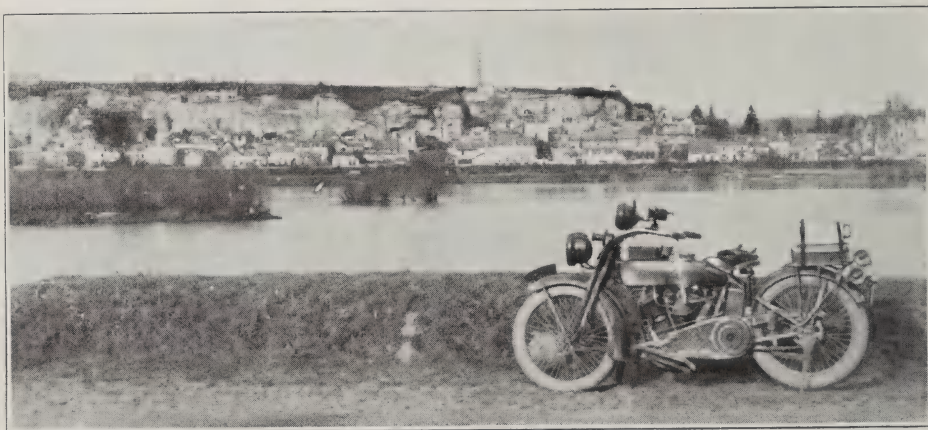
I offered my motorcycle to my commanding officer for despatch work, and I rode it about 1,000 miles a month the three months I was in camp there. I made frequent trips to Hot Springs, and Pine Bluff, also to Ft. Smith and Memphis.

On September 1, I took charge of about 100 Harley-Davidsons of the 87th Division, at Camp Pike, six miles out of Little Rock. During

my four months stay there, I never entered or left the camp area except on a motorcycle, and on several occasions, I was more than 100 miles away from camp. And it rains in the fall in Arkansas, too. My speedometer passed the 10,000 mark before I left for France.

I have traveled all over France via motorcycle, during the four months that I have been here, and made only one railroad journey during that time. My Harley-Davidson and I were loaded off the boat on to a train, and taken to an American camp. There I knocked off the crate in which my motorcycle had been shipped, and traveled the rest of the way on my motorcycle. I have visited nearly every headquarter in France, where motorcycles are used.

Counting the French, British, and American makes, we are using six different kinds of motorcycles. In nearly every case, where two or more kinds were in use, and one of them was a Harley-Davidson, the big question I ran up against, was: "Why can't we have ALL Harley-Davidsons?" Especially was this true where the machines were side-car outfits. In the matter of trans-



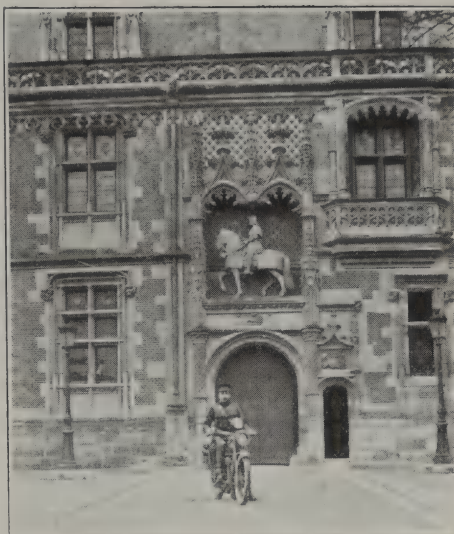
The Harley-Davidson "Somewhere in France"

portation, the Signal Corps and Engineer Corps get preference. They invariably ask for Harley-Davidsons, and if they can be secured anywhere, they get them.

I have made several interesting trips through various parts of France. I have an interesting document that I'll bring back with me, and give to you. I cannot send it because it has military information that the censor will not let pass. It is a timed despatch carried through a country I had never traveled before. There was no gasoline to be obtained enroute, and as I do not speak French, I was as the English put it, "on my own."

The trip was 500 kilometers. I made it in 10½ hours, elapsed time. I carried my extra gasoline in the regular French 5 liter cans, strapped on my luggage carrier.

Another trip made just recently, took me from the Swiss border to where the Germans started their big spring offensive. I traveled 1,200 miles in 10 days in the rain every day—no chance to change clothes. I was riding solo, and carried my haversack on my back. I also had my gas mask, despatch case, and automatic, hung on me, making about 50 pounds. I passed through towns



"Somewhere in France."
This Building was Erected Before Columbus
Discovered America

bombarded by both artillery and airplanes, and had the pleasure (?) of seeing the street car tracks 100 yards ahead of me, blown up by the much talked of long range German gun. I was riding too fast to stop, and got by without a scratch.

Yours for Harley-Davidsons in France,

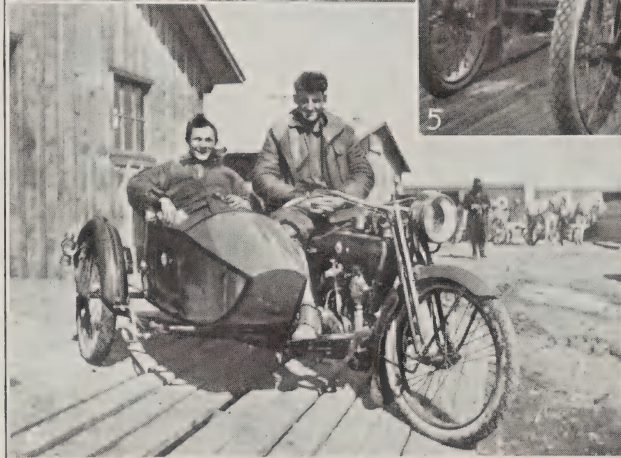
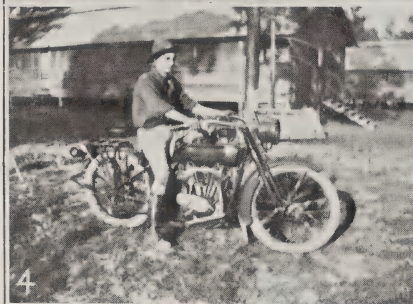
WM. S. ROSAMOND,
2nd Lieut. Q. M. C. U. S. N. A., A. P. O. 714
American Expeditionary Forces



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MILITARY TRAFFIC COP

The Military Police, guardians of the law and order in our training camps, are skilled in the ways of traffic control. They keep their busy little camp thoroughfares free from traffic congestion



1—Fred L. Snavelly with his own outfit at Camp Pike. 2—Sergeant Arthur Bott at Camp Pike. 3—Some-
where in America. 4—Corporal Herrington at Camp Beauregard. 5—Military Riders at Camp
Pike. 6—At Camp Pike. 7—Sergeant Ashworth and Corporal McDonald at Camp Beauregard

Harley-Davidsons in South Africa

Despite heavy import costs to dealers, which at this time approximate 100 per cent, South Africa, cannot get along without the Harley-Davidson. The foremost reason for this is that local conditions require a machine of great stability. African roads are largely in the pioneering stage, and lightly-built machines will do only for the better of them. Again, importations from Europe, and particularly from England, have ceased. And Africans (not the native but the exotic) must get around. They have found that motorcycle travel is cheapest, most certain and most satisfactory where it is desired to traverse regions of doubtful penetrability, and incidental to this discovery they have found that the Harley-Davidson meets every requirement of stability, roadability and economy.

Evidence of appreciation come to us almost daily, and the British tendency to be explicit at the expense of brevity shows through all the letters we get. Here is a typical one, from Mr. Spencer Danfield, Avenue House, Woodstock, Cape Province:

"In acknowledging receipt of your letter, just to hand, I wish to thank you for enclosing the Harley-Davidson Enthusiast and for your copy of instruction manual under separate cover. Your three-speed twin has given me splendid satisfaction and one could not desire a better mount.

"I ride the machine solo and find its effortless power and smooth running pleasing contrast to the average machines I have ridden. As I use the machine purely for pleasure, I take an enthusiastic interest in its appearance.

"I have had the motorcycle just about six months, yet never leave the shed after running from a trip without having the machine cleaned spick and span for my next ride.

"As I believe you are aware, your machines are giving excellent satisfaction in this country and are to be seen everywhere. I am running at present with a 14-tooth engine sprocket, giving a gear ratio of 4.4 plus on top, which I think is rather low for solo work. I have tried to get a 16-tooth sprocket from the agents without success, their spares having been commandeered by the military. They were quite prepared to write for one specially, but I hardly liked putting them to the inconvenience for so small an order.

"In my humble opinion, I should like a top ratio of 3.84, which I think is just right for solo work. I should like to know your opinion however. My petrol consumption is rather heavy, as I can only get 50 miles to the gallon, but as it is such a big machine, it's not excessive and its other advantages more than compensate for the slight additional cost for this item.

"I have been discharged as medically unfit for further war service after having been in active service for over three years. I belonged to a motorcycle unit in German East for eighteen months. We were a combatant unit of about 700 strong, all mounted on English motorcycles.

"They did excellent work but certain parts were a little too weak for the excessive conditions. They were three speed $4\frac{1}{4}$ h. p. single cylinder. My half section, himself a keen cyclist, a possessor of another American motorcycle at home, bought a Harley-Davidson on his return. This letter has become very much more personal than I intended, and if too lengthy, you must attribute it to my enthusiasm for my machine and my appreciation of the interest taken in its possessors by its manufacturer."

The letter of Mr. W. W. Haak of Pretoria, South Africa, is quite en-

Harley-Davidsons in South Africa

lightening on the difficulties that surround the operation of motor-driven vehicles in the South African colonies. Mr. Haak is a member of the firm of Haak & Son, who sell Harley-Davidsons and several makes of American automobiles.

"How would motorcyclists over your way like to pay \$1 per gallon for juice?" he writes; "not much, I should think. One thing that keeps back the sale of cars and motorcycles is the high price of petrol, or gasoline as you call it. There are three brands in the market here, all imported, Pagasus, Texaco and Shell, which all sell at practically the same price, viz. 36 shilling 6 pence per case of eight imperial gallons or by the gallon for 5 shillings. Different companies have tried to bring some local fuel on the market, and at the present time a fuel known as Natalite (coming from Natal) has just made its appearance. It sells at about \$1 per case less than the other fuels, but whether it will answer the purpose or not remains yet to be seen. If we could get a good substitute to sell for about two or three shillings per gallon, sales of machines would increase very rapidly."

Can't Be Beat

James A. Vermaas, Orange Free State, South Africa, writes:

"I am very pleased to express my appreciation of the Harley-Davidson motorcycle, which I purchased from Mr. Richard Swift Heilbron, O. F. S., in August of last year. I can honestly say that it is one of the best machines I have ever had, although I had a few good English machines. Not one of them can beat the Harley-Davidson in power, speed, reliability, durability, flexibility, or silence, although it is only a single cylinder, 1917, 3-speed. As

far as beauty is concerned, a machine has yet to be built to surpass that of the Harley-Davidson.

"I should be exceedingly glad, if you will keep in touch with me, as I intend to get a twin cylinder machine. Please send me your catalog and booklets on the Harley-Davidson, for I am an enthusiast of your machine, thinking they will have a great future."

Paraffin as Motor Fuel

Here is a remarkable tribute to the Harley-Davidson motorcycle from Sergt. John B. Versfeld, a rider in Cape Town, So. Africa:

"It absolutely does not matter if I run my Harley-Davidson on gasoline or paraffine oil (kerosene)," says Sergt. Versfeld, "for there seems to be no difference and not the slightest indication of wear in the engine after using paraffine for nearly 5,000 miles, and I am still using paraffine every day."

How Would You Like This Kind of a Trip?

C. D. Wales, a Harley-Davidson rider in Pretoria, South Africa, tells us that Natal has the best main roads for fast traveling. In a recent trip taken by Mr. Wales from Pretoria to Durban and return (about 1,000 miles) he tells us that he had to push through 50 gates in Transvaal and 100 in Orange Free State, and that he encountered submarine rivers that he had to wade through.

Mr. Wales rides an electrically equipped Harley-Davidson and states that he is able to get 70 miles per gallon of petrol. Mr. Wales is connected with the Department of Justice of Pretoria.



Harley-Davidsons in Other Parts of the World

The two top pictures show sidecar racers in San Martin, Argentine, South America. The center scene is in Buenos Aires, Argentine, South America. In the lower left hand corner is a scene in Bahia, Brazil, South America. The lower right hand corner shows a group of tourists in Manila, Phillipine Islands

Praise from South Australia

From way down in Kadina, South Australia, we received an interesting letter from a Harley-Davidson enthusiast the other day. Here is what he says: "My machine is going tip top so far and I think it is the finest thing I ever put my leg across.

"I am doing over 70 miles to the gallon solo, and about 60 to 65 with sidecar with wife and two children in car. No hill is too bad for the Harley-Davidson and no sand too bad.

"I use my machine in connection with my work, having twelve miles to ride every day,—wet or dry I get there. It is admired by all other riders of other machines.

"The Harley-Davidson scored a great win the other day in a reliability contest. Out of 6 big twin sidecar machines which started only 3 finished. Two were Harley-Davidsons, 1st and 2d. The third machine lost 424 points. So you can see we are not behind in the fun over in this part."

Japanese Likes His Harley-Davidson

The following letter was received from S. Megata, Japan, and we are reprinting it word for word on account of its odd English:

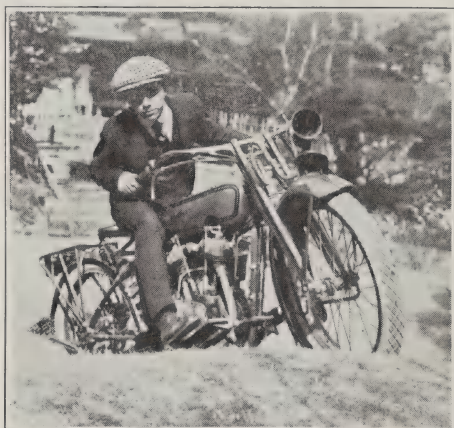
27 Haramachi, Koishikawa,
Tokyo, Japan.

Messrs. Harley-Davidson Motor
Co.,

Milwaukee, Wisconsin.

Dear Sirs:—

Many thanks for your *Harley-Davidson Enthusiast*, which you sent me.



S. Megata on his motorcycle

I am more than pleased with Harley-Davidson. I have owned several machines. (English and U. S. Machines) But Harley-Davidson motorcycle is easy to start when in the coldest weather and power and speed enough for any one. I purchased 17-F Model in the last year April has given me not a moments trouble. So that this year I purchased a 18-F Harley-Davidson in January.

And I am using for pleasure daily. Please sent me two Harley-Davidson pins. One of the pins is for my friend.

And please send me 1918 Manual, Harley-Davidson pennant, and illustrated pictoricals, which to put on the bulletin board of my motorcycle Garage.

I hope you will be kind enough to send me at your first opportunity.

I am the very very Harley-Davidson Enthusiast in Japan.

I am waiting for your *Harley-Davidson Enthusiast*.

Yours faithfully,

S. MEGATA.

I will show you my Harley-Davidson in various scenes of Japan.

Australia Breaks 5½-Year Record

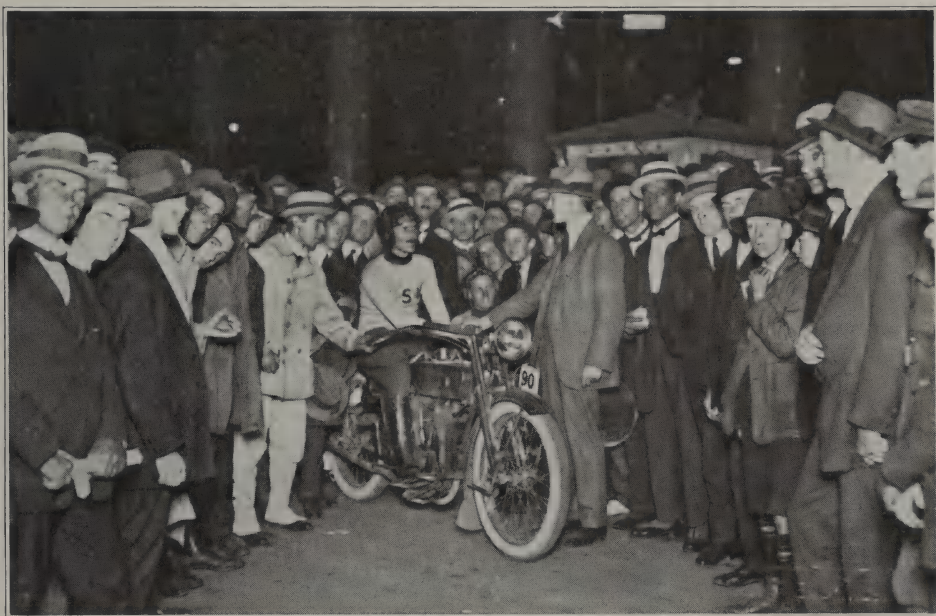
Australian motorcycle interest and particularly interest in American machines, has lately been stimulated by the success of Fred Berry in lowering the Sydney-Melbourne record, which stood over five years at 23 hours and 41 minutes, to 22 hours and 20 minutes.

Berry's record was made on a twin-cylinder three-speed Harley-Davidson, with C. Sainty as sidecar passenger, over a course presenting great difficulties. His account of the "voyage" follows:

"The Blue Riband of Australia motoring is recognized as the Sydney to Melbourne (or vice versa) record,—distance 565½ miles, 200 of which are very bad, including 82 miles of washed out bush track. The previous record for motorcycles which has held good for five and one-half years, in spite of many attempts to lower it, stood at 23 hours 41 minutes, I had two tries on different

machines without succeeding. Immediately I was used to the Harley-Davidson, however, I felt I had the machine for the job, but the roads were in such shocking condition that my long distance solo averages were disappointing, in spite of some extraordinary times on good stretches. I then tried my times with the sidecar attached and being satisfied set to work to organize the attempt. There being fifteen railroad gates to arrange for opening in the night and numerous other details to be attended to this necessitated my going right through the route. After fixing a definite date and schedule the heavy rains set in, and in this manner dates were fixed and cancelled four times, which meant, of course, practically, reorganizing each time.

"After doing 400 miles on the first attempt the machine was put out of the running by dropping into a deep dust hole at about 50, and snapping



Fred Berry and C. Sainty starting on their 565½-mile trip

Australia Breaks 5½-Year Record—Continued

the fork guides (we had no spare). I find from experience on our roads that by cutting about an inch off each recoil spring and so giving the main spring more travel it does away with fork guide trouble at high speed over rough roads.

"A special two-gallon tank was built on the sidecar chassis and a force feed arranged to the motor tank so my passenger could pump gas in at any time. A swivel electric light was mounted on the sidecar to be operated by the mechanic and proved a great assistance in cornering as also did the sidecar brake, the rim built on to the wheel spokes being noticeable in the photo. New heavy Duckworth chains were fitted and proved wonderfully efficient as I did not find it necessary to even adjust them on the whole trip down.

Wearing the ordinary chains I had found it necessary to adjust on fast sidecar work at least every 250 miles and generally break the countershaft chain before 500 was through (no chain cases).

"Some of the times recorded were rather good. Leaving Sydney in the night the time of the Limited Express (Australia's fastest train) to Goulburn, 132 miles, was beaten by 10 minutes, and to Vass, 187 miles, by 18 minutes. These figures between these points are better than any previous motor figures and lower solo times by about 20 per cent. The highest average on the trip was 6 miles, in 5 minutes 41 seconds (stop watch). The compression plates were left in for the trip, as I found greater flexibility with them in."



Harley-Davidson sidecar outfit used for transporting recruiting speakers about London, England

New Zealand Performances

ROY CRAWLEY'S RECORDS

1st	Heavy Weight Handicap		Christchurch	February 23
2nd	Australasian Championship		Christchurch	February 23
2nd	Open Handicap		Christchurch	February 23
1st	Open Handicap	15 laps	Marton	January 22
2nd	Forced Handicap	5 laps	Marton	January 22
1st	New Zealand Championship	15 laps	Levin	March 16
1st	Open Handicap	9 laps	Napier	March 30
3rd	Open Handicap	12 laps	Napier	March 30
1st	Napier Handicap	5 laps	Napier	March 30
3rd	Open Handicap	5 laps	Napier	March 30
3rd	Open Handicap	10 laps	Napier	March 30
3rd	Heavy Weight Championship		Napier	March 30
3rd	Open Handicap	15 laps	Napier	March 30

L. MANGHAM'S RECORDS

2nd	Heavy Weight Handicap		Christchurch	February 23
3rd	Australasian Championship		Christchurch	February 23
3rd	Open Handicap		Christchurch	February 23
3rd	Open Handicap	8 laps	Levin	January 22
1st	Sidecar Handicap		Levin	January 22
2nd	Open Handicap	10 laps	Levin	January 22
2nd	New Zealand Championship		Marton	March 16
1st	Sidecar Handicap		Marton	March 16
3rd	Open Handicap	9 laps	Napier	March 30
1st	Open Handicap	12 laps	Napier	March 30
2nd	Napier Handicap	5 laps	Napier	March 30
1st	Open Handicap	5 laps	Napier	March 30
3rd	Open Handicap	10 laps	Napier	March 30
2nd	Heavy Weight Championship	15 laps	Napier	March 30
2nd	Open Handicap	15 laps	Napier	March 30

Other Records

On Easter Monday (April 1st), 1918, at the Lithgow (New South Wales) Motorcycle Club's 100 miles open road race, open to all powers and types (all leading makes competed), J. Mostyn on his Harley-Davidson motorcycle made first and fastest time, winning by over a lap from scratch and doing the distance (100 miles) in 2 hours, 9 minutes. Only one Harley-Davidson started and it won the event.

At the Victoria Motorcycle Club's Carnival at Mortlake, Easter Monday, April 1st, Eckhardt on his Harley-Davidson secured second place and fastest time. He also broke the world's road record, doing 203 miles in 202 minutes.



Roy Crawley and L. Mangham

South American Championship Won by Harley-Davidson

Just before we went to press with this magazine, we received the following cable from our dealer in Buenos Aires, Argentina, South America:

HARLEY-DAVIDSON MOTOR CO.

Milwaukee, Wis., U. S. A.

Harley-Davidson triumph. South American kilometer championship held yesterday. First Raul Riganti at the rate of 151 kilometers (93.8 miles) per hour. Record! Congratulations.

DARTIGUELONGUE & CO.,

Buenos Aires, Argentina, S. A.

One Dollar a Word

One Dollar a word is quite expensive, but our dealer, George B. McFarland, Bangkok, Siam, considered the event important enough to spend that much by sending the following cable:

HARLEY-DAVIDSON MOTOR CO.

Milwaukee, Wis., U. S. A.

National races Harley won two first one second possible three first lap one thousand five hundred kilometers speed one five Rider Lai Svasti.

McFARLAND

Bangkok, Siam



A Splendid Record

J. W. Clark, employed by the city of Tacoma, Wash., as a high line patrolman, purchased a 1916 Harley-Davidson in December, 1915. He has ridden a total of 35,601 miles, and the total cost of repairs amounted to \$23.75. During all this time he has never had his clutch taken down nor adjusted.



This Sign is the Talk of the Town

Over the door of our dealer's store at Salem, Oregon, this sign announces to the public the present occupation and ambition of Scott & Piper. Charlie is telling Harry to put on more speed, while Harry is shouting back that he is already doing 72 miles per.



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H A I E

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*The Harley-Davidson
Enthusiast*

MAY 3 1915

aug 1918

7-10-14



The Army Needs Motorcycle Men

Thousands of skilled mechanics and drivers are needed to operate and take care of the motor transport equipment used by every branch of the service. With many thousand motorcycles working every day in the camps over here and on and behind the battle lines in France, skilled motorcycle repairmen and drivers are needed in large numbers.

The Government is trying to place every man at the work for which he is best fitted. If you wish to enter the service as a motorcycle repairman or driver, your opportunities were never better than today. According to advice from Washington, motorcycle repairmen and drivers will be inducted, practically regardless of their draft classification. There are hundreds who are anxious to enter the service, judging from letters received in the past. If you are interested, we urge that you write us at once, mentioning whether you are a rider or repairman, and an application blank will be furnished you. As a motorcycle rider or repairman, you naturally prefer to get into the motorcycle service, and the Government is giving you every opportunity to do so.

If you are in the service and are not making use of your experience as a driver or repairman, send us your name and complete address and a concise report of your experience. There is no telling when Uncle Sam will want to put his hands on all the motorcycle drivers, repairmen and instructors in the service, and it is to your interest to have your application on record. Be sure to explain your experience briefly, and to mention whether you wish to be assigned to duty as a driver or repairman.

THE HARLEY-DAVIDSON ENTHUSIAST

Published Now and Then by the Harley-Davidson Motor Co., Milwaukee, Wis., U. S. A.

No. 14

A War Time Message to Motorcycle Riders

The motorcycle rider can help the cause of conserving manpower and material. Motorcycle dealers have lost repairmen by enlistment and draft, and it is in order that the motorcycle rider take care of his machine so that fewer repairs will be necessary, and make his own adjustments, thereby enabling the repairman to put in his time at essential repair work.

It has been common practice both in motorcycle and automobile circles to furnish a certain number of hours of free service to the purchaser of a new machine. The discontinuance of this practice has been recommended as a means to save labor. Dealers have been urged to give new owners complete instructions on operation and care; and since an instruction manual is furnished with each machine, the new owner can with a little extra effort take care of many of the small adjustments usually required of the dealer. The adjustments that require special skill or the use of special tools should be referred to the dealer, although because of the increase in the cost of labor, the dealer should not be expected to make any adjustments free of charge.

It has been said before that the life of a motorcycle or car depends upon the way it is taken care of. This strikes home with greater truth now than ever before, because the rider will not only get longer service from his machine, but fewer repairs and renewals of parts will be necessary. The rider will be working in harmony with the nation-wide labor and material conservation program by giving his machine regular attention, keeping it clean, using good oil and in general using his motorcycle rationally.

It would be false economy to neglect important repairs. When a motor needs overhauling, it should be put in good running order by a competent repairman. To put off important repair work is to invite a bigger overhauling later on. Another important consideration is the shortage of new motorcycles and the increasing value of used machines. The rider with foresight will not let his machine depreciate in value, but when it needs an overhauling will let his dealer do the work.

We have mentioned the conservation of material. It is taking many spare parts to keep the motorcycles used in military service, both in the camps in this country and in active service, in running order. We are endeavoring to take care of the requirements of Harley-Davidson dealers and riders, but Uncle Sam comes first and the rider should be patient if his repair job is not finished as rapidly as expected because the dealer is unable to secure parts promptly.

Worn and damaged parts or units should be repaired whenever practicable. No part should be discarded until it has given its full term of service. There is room for much improvement in this respect. Very often damaged or worn parts can be repaired at a fraction of the cost of renewal, and the repair job can be finished in less time than required to fill an order for a new part. The rider does not only help to conserve material but also to make it possible for us to continue to supply dealers with essential parts. On pages 6 and 7 will be found a list of the parts and equipment that can be repaired or reclaimed when damaged or worn. Any dealer will be glad to furnish further information.

In the Making The Harley-Davidson Lightweight Something to Think About

The new Harley-Davidson light-weight model has an opposed twin cylinder motor. It is, of course, a four-cycle motor—nothing else could be expected to come up to Harley-Davidson standards.

This new motor has the distinction of developing the highest motor speed—that is, crank shaft speed—of any gasoline motor ever built, so far as we know. We are not going to tell you what it is—you would not believe us. But there are reasons for the phenomenal motor speed developed by this new Harley-Davidson Twin. It is a full roller bearing motor; it has a counter-balanced crank shaft. The reciprocating parts are very light; the valve action, although simple, is exceedingly fast. The motor is perfectly balanced throughout; there is absolutely no vibration perceptible on the road.

A Quiet Motor

The Harley-Davidson lightweight motor is quiet. The simplified valve action eliminates any possibility of noise from roller arms, for the simple reason that there are no rollers in the valve action at all. In fact, there is no tappet noise whatever. The muffler is more than ample for all needs. The exhaust can be silenced to the point where a

careful driver can make it practically inaudible to a passerby.

"How Big Is It?"

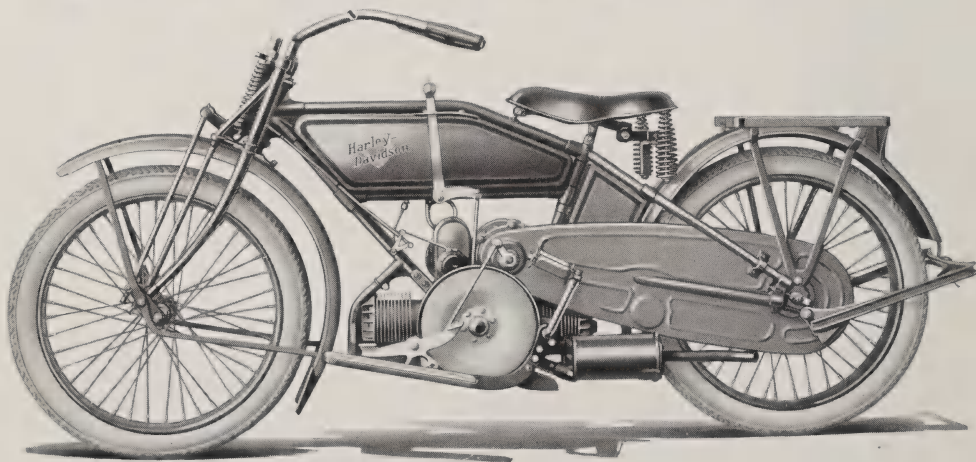
That is a logical question. Well, it is small enough for any purpose of economy of light weight—large enough to perform as a real motorcycle should. This lightweight weighs just enough to make it ride right—it is not a toy—and it is not by any stretch of imagination a heavy weight mount.

As an example of saving of weight in the construction of the lightweight the weight of the entire unit power plant, including motor, transmission, and clutch, is the same as the weight of the standard Harley-Davidson motor alone.

Compact Unit Power Plant and Single Enclosed Chain Drive

In the Harley-Davidson lightweight the motor, three-speed transmission, and clutch, are combined in one compact unit. There is no short drive chain. From the motor, the drive is through spiral gears to the transmission. This construction eliminates many parts and offers several distinct advantages over any other design for a lightweight twin.

The single drive chain is entirely enclosed



and runs in an oil spray from the breather pipe. The rear wheel may be removed by taking off the rear section of the chain housing, and without disturbing the main drive case at all—it takes only a minute.

The three-speed transmission is practically a duplicate of the standard Harley-Davidson transmission, so far as the gear system goes.

The clutch—a compact marvel of ingenuity—is a multiple disc clutch, with steel discs running in oil. This clutch is radically different from other steel plate clutches in that there is absolutely no possibility of burning up the clutch, as the discs are automatically lubricated as long as there is oil in the motor.

It is possible to run the lightweight 10,000 miles without touching the clutch adjustment, and then a turn or two on the clutch tension springs would probably be sufficient.

Entirely Automatic Lubrication

The lubrication system of the Harley-Davidson unit power plant has been worked out to a point of really wonderful efficiency. The motor, transmission, and the clutch, are automatically lubricated by the mechanical oil pump.

The New Cushion Front Fork

You will become enthusiastic over the new type cushion fork used on the Harley-Davidson lightweight. It makes this lightweight ride as well as its bigger brother.

The fork works on a brand new principle and is so constructed that it will withstand the punishment of the biggest chuck holes, while at the same time it smooths out the smaller irregularities of the road surface, so that practically no vibration reaches the driver's hands.

You will say this fork is a wonder after you have had a chance to try it out and it is the strongest fork on any lightweight made today.

Performance

What will it do on the road? Let's say 50 miles an hour, and let it go at that—it will do better.

And as to hill-climbing—it will climb anything that a standard Harley-Davidson twin will climb, which is saying a great deal.

The new lightweight twin is economical. In acceleration it surpasses anything on wheels. Its hill-climbing ability is greater than there is any practical need for. The machine can be stopped quickly—it has an oversize brake.

The Harley-Davidson lightweight is the smoothest thing on wheels. There is no vibration, no jerking, at any speed. It is a powerful mount, sturdily built—constructed so that it will “stand up”—so that it will “stay put.” It does not require constant nursing or changing of adjustments to keep it in commission.

Fine Riding Balance

The low center of gravity, due to 26" wheels, and the low hung opposed motor, makes the lightweight handle perfectly on every sort of road—mud, sand, or rough stuff, it is all the same. At high speed, this machine holds the road like a close-coupled racer. The low saddle, together with the large foot-boards, afford a very comfortable riding position.

Not an Experiment in Any Sense of the Word

The Harley-Davidson lightweight has been in the making for three years. Every feature which has been deemed desirable as a part of a perfect lightweight motorcycle has been incorporated in this new model.

As mentioned before, the lightweight is not a toy. It is a real motorcycle and incorporates everything an experienced rider would expect to find in a Harley-Davidson product.

The equipment is of the very best. Tires—26"x3"—nothing smaller would be practicable for cross-country travel. Saddle—a regular motorcycle saddle. Foot-boards—same foot-boards as used on the standard Harley-Davidson models. The frame, mudguards, tanks, wheels and brake, are in keeping with Harley-Davidson standards—up to the mark in every respect.

Ready for Production After the War

The Harley-Davidson factory will be all “tooled up” for quantity production of the new lightweight, just as soon as the war is over, or just as soon as the Government's needs for Harley-Davidson motorcycles for war purposes are lessened, and when raw materials are once more available, it will be a matter of a comparatively short time before the lightweight can be turned out in tremendous quantities to fill the demands.

Conservation of Parts by Repair

The extreme shortage of material makes it necessary to effect savings in motorcycle parts and supplies, and to repair worn and damaged material whenever possible. Difficulty has already been experienced in obtaining the material required for inlet housings, valves, and other parts, and it may become impossible to meet the requirements for spare parts unless every effort is made to conserve.

Large quantities of parts are needed to maintain the motorcycles used in military service. These parts must be furnished in preference to parts ordered by dealers and riders. We are endeavoring to continue to furnish dealers with essential parts, but to continue to do so requires the co-operation of every rider.

The Harley-Davidson Motor Company is prepared to co-operate in every way possible to effect the greatest conservation of material. All repair work will be handled as promptly as possible.

Cylinders—When worn or scored, not to exceed $1/32''$, can be reground and new pistons, piston rings, and pins fitted. Cylinders are ground to standard oversizes at the factory with .010 inch difference between sizes, and are marked so that new rings or pistons of the correct size can be obtained readily. A cylinder ground .010 inch oversize is marked R2 at the base. A cylinder ground .020 inch oversize is marked R3, etc. Pistons and rings can be ordered by these symbols.

Exhaust Valves—When pitted or burned can generally be refaced in a lathe or grinder at $1/5$ the cost of renewal.

Connecting Rods—When worn, can be rebushed at one or both ends, and accurately ground to proper size at lower end, as required to make them practically as good as new.

Frames—both Motorcycle and Sidecar—When bent can be lined up, when damaged or broken can be repaired by replacing broken sections.

Tanks—When dented or leaking can generally be repaired successfully.

Mudguards and Handlebars—When bent or twisted can generally be straightened.

Forks—When bent can be straightened; when broken or damaged can be made as good as new by repairing. A fork with both sides broken is not worth repairing.

Mechanical Oiler Fittings—The absolute accuracy necessary to properly fit mechanical oiler parts makes it imperative that a mechanical oiler be returned to the factory for the renewal of any of the parts. The work of the mechanical oiler is of such importance that no chance should be taken on making an imperfect fit of any part.

Inlet and Exhaust Roller Arms—When rollers, pins, or bushings are worn, new parts should be fitted.

Inlet Housings—When guide is worn and valve stem fits too loosely, can be machined and fitted with new guides; 1919 models are fitted with the removable guide.

Carburetors—An instrument with worn throttle shaft can be fitted with an oversize shaft and other parts, or returned to the manufacturers for overhauling. For first class work at reasonable cost, it is recommended that worn carburetors be referred to the manufacturers through the nearest dealer.

Magnetos—Worn platinum points should be returned to the manufacturer for salvage. Platinum is a war essential and conservation is necessary. Platinum can be returned to the Ericsson Mfg. Co., Buffalo, N. Y., makers of the

Berling Magneto, or to the Bosch Magneto Co., New York City.

The above list includes the most important pieces of equipment that can be repaired or salvaged when damaged or worn. The cost of repairing and refitting is almost invariably considerably less than the cost of new parts, and aside from the great saving in material; the work can be taken care of with much greater dispatch than the furnishing of new parts.

Our attention has been called several times to the fact that unscrupulous motorcycle repair men inform riders that damaged frames, forks and other fittings cannot be repaired. This is done in order to sell the rider a new piece of equipment. The damaged frame or fork is then repaired at comparatively small cost.

Clutch Discs—Worn clutch discs should not be relined. The difference between the cost of new discs and lin-

ings, rivets, and labor required to reline worn discs is so slight that relining is not practical, especially when it is considered that unless the friction surfaces are absolutely smooth and uniform, the clutch cannot work smoothly.

Service and Repairs on Equipment not Manufactured by the Harley-Davidson Motor Co.

Questions pertaining to the guarantee or repair of such equipment as magnetos, carburetors, speedometers, saddles, and tires should be taken up directly with the manufacturers, or their nearest service stations. Such equipment is not guaranteed by the Harley-Davidson Motor Co., and service should be obtained directly from the manufacturers, whether it is a question pertaining to the guarantee, or the making of a repair. Lists of service stations will be furnished upon request.

Go for Them

From the twenty-first of March to the eighteenth of July the Allies were on the defensive and falling back. Whenever the Germans struck they won ground. Two more such pushes as carried them from St. Quentin to within gunshot of Amiens and from the Ailette to the Marne would have put the Allies in the most desperate position. Then Foch attacked the Marne salient, took the initiative out of Ludendorff's hands, and ever since has been rolling the Germans back.

Now the Germans had substantially the same army in August, when they were losing, that they had in April, when they were winning; and the same generals. The Allies had almost the same army. Only a couple of hundred thousand fresh American troops actually participated in the fighting. They had pulled themselves together, effected a

better military organization, made their means more responsive to their will. Ten per cent did it.

Always it is just that last ten per cent that puts a thing over, and the last ten per cent is always there if one will only call it out and put it in action.

That is the situation of the United States in respect to this year's twenty-four-billion-dollar war bill. It is your situation right now—personally and individually yours. Ten per cent more will power; the sixteenth ounce of determination; saying to yourself "You've got to!"—that is what this year's fiscal program means for you; what this Liberty Loan means.

Subscribe all you think you can pay for in the next four months, and then some, and take it out of your expenditures. Your expenditures are boches. Go for them!—The Saturday Evening Post, Oct. 5, 1918.



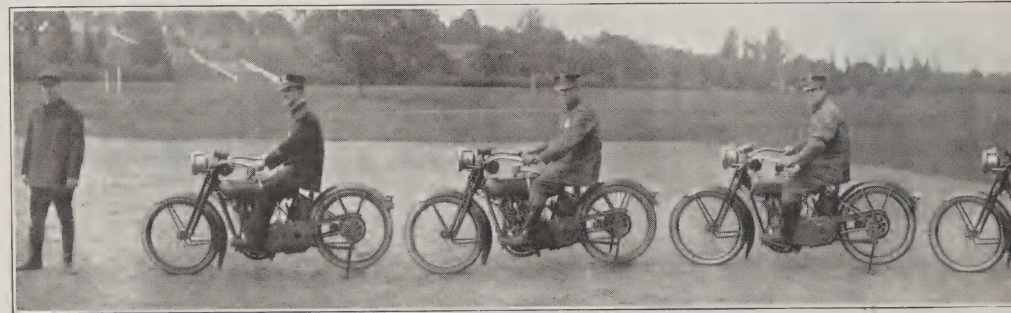
Forenoon Session of the Motorcycle Dept. of the Motor School, F. A.



Afternoon Session of the Motorcycle Dept. of the Motor School, F. A.



Second Annual Twin Cities Gypsy 2



Harley-Davidson Squad of the Paterson Police Dep



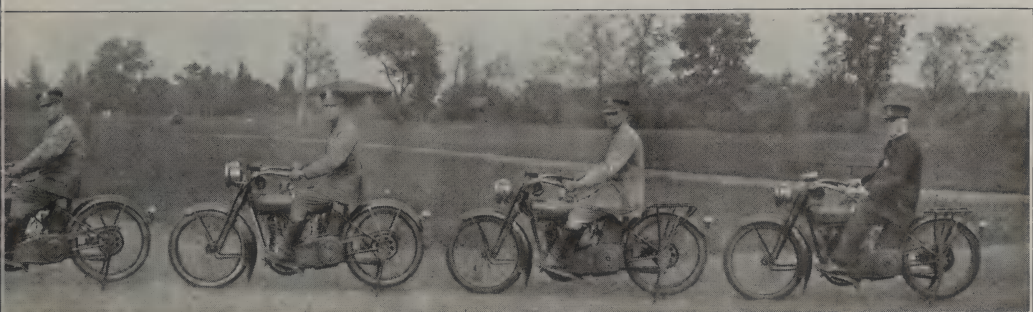
D., Lieut. William H. Haelig, Comdg., Camp Zachary Taylor, Louisville, Ky.



D., Lieut. William H. Haelig, Comdg., Camp Zachary Taylor, Louisville, Ky.



r to Albert Lea and Faribault, Minn.



Paterson, N. J.—Dealer Wm. R. Spear, standing.

From the Boys "Over Here"



Rich. J. Demuling

Like Leaving a True Pal

July 15, 1918.

Harley-Davidson Motor Co.,
Milwaukee, Wis.

Dear Sirs:

Just a line to let you know that I am still friendly. Guess we'll have to hand it to Kaiser Bill.

I have ridden in civilian life for four seasons; this makes the fifth. I owned three Harley-Davidsons, and can still remember the motor numbers.

I can't say too many good things about that 17-J; it was in a class by itself for speed, power, and efficiency. When we parted, it was almost like leaving a true pal.

Will always have a kind word for your motorcycle, and if I come out of this all right, I will ride a Harley-Davidson motorcycle again—maybe before then.

Very truly yours,

RICH. J. DEMULING,
314th Center Tank Corps,
Camp Colt, Gettysburg, Pa.

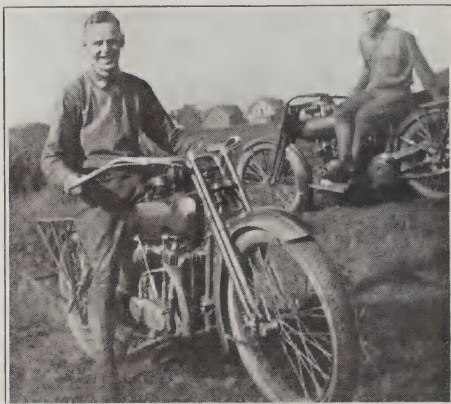
Proud of His Job

Carl S. Lutgens, formerly an employee of the Harley-Davidson dealers in Los Angeles, California, wrote in one of his letters to us, as follows:

"At the present time I have full charge of all motor transportation in our battalion. I am very proud to say that I am in full charge of 19 Harley-Davidson motorcycles, 13 sidecars, and 6 solos. The machines are all in fine shape, and are the pride of the camp. I use one of the solos for my own use.

"Being in charge of all transportation, I also have 10 Nash quad 5-ton trucks, one Dodge car, and a Ford truck to take care of. I have a small Ford truck to take care of the motorcycles, but have had no occasion to use it as yet.

"I am with the 219th Field Signal Battalion, Camp Dodge, Iowa. I have been here just about two weeks, having been transferred here from Fort Leavenworth, Kansas."



W. Delmar Peterson, Motorcycle Instructor at the Aviation School, St. Paul, Minn., says that army life is wonderful. Don't his smile show it?



1—Motorcycle mechanics, Camp Pike, Ark. They take care of 70 machines. 2—A mounted police, M. P. 3—Arthur Anderson, 83d Inf. Brigade, 42d Rainbow Division, A. E. F. 4—Soldier on leave, with his sweetheart, Camp Beauregard, La. 5—Motorcycle Squad, Co. B, 7th Field Battery Signal Corps, Ft. Oglethorpe, Ga. 6—A Sergeant of the M. P. 7—7 of 58 machines at Camp Beauregard, La. These are dispatch riders for division headquarters.

From the Boys "Over There"

A. E. F. France, August 10, 1918.
Harley-Davidson Motor Co.,
Milwaukee, Wis.

Dear Sirs:

I received the June number of "The Enthusiast" a few days ago, and it was the first that I have received direct from you, but I have been receiving all of the numbers as I left instructions with my mother more than a year ago that they should all be sent to me, for they are as good as a letter and better than some letters. I have read this one through several times and the only fault I can find with it is that it is not large enough.

Oh, how I wish I could have joined you on the Gypsy Tours, but perhaps I will be able to do so next year, and believe me I am looking forward to some good times after the war, and those times will be with the old Harley-Davidson and sidecar that my father is keeping in good shape for me, and he is getting

mighty good service from it. Every time I see a Harley-Davidson go by it makes me homesick to be in the saddle. I have had a chance to see the work of the Harley-Davidson and another well known machine, and will say the Harley-Davidson is the only machine, in my estimation, for army use. It is this, if for no other reason, that so few repairs are necessary. The more I see of the machine, the more I am in love with it, and if I were to buy a hundred machines, they would all be Harley-Davidsons.

Of course, we have had lots of excitement and our work has been the same as that which Engineers get to do—building bridges across rivers under fire, digging trenches, digging dugouts and a hundred other things. Likely you have read a few articles on the 6th Engineers.

CORP. VICTOR D. FISHER,
Co. F, 6th U. S. Engineers,
A. E. F. France.

Fill out plainly and mail at once in order that our guarantee records may be kept up to date.

County Loire Et Chere

MOTORCYCLE REGISTRATION

Name of Owner Uncle Sam Age 143
Street Address No Man's Land
City Over the Top State Happiness
Occupation Teaching the Boche, Fritz, Hun, Heinie, a lesson
Purchased from In the Land of Sunshine
Address Somewhere in France
Date Purchased 1917 Model Best MOTOR NO. 1
Motor number will be found on top of crank case
For what purpose do you use your machine? Business only
A. B. Neiswander M. S. E. 2nd Co. 2nd Regt. M. M. G. O. P. 713 G. E. F.
What make motorcycle did you last own? _____
What make Sidecar do you use? Harley-Davidson
Did you receive copy of Instruction Manual? Yes An Instruction Manual accompanies every machine that leaves the factory. 372e
Tear along dotted line and mail this part to factory.

Even Our Familiar Registration Card is Appreciated "Over There"

From Our Dealers "Over There"

Walter Watzl Sure Has One "Heluva" Time

One of our former dealers, Walter Watzl, formerly located at Two Rivers, Wis., writes a very interesting letter to us from "over there." He is now a Sergeant, and this is what he has to say:

"I am now located in the heart of a city of 225,000 population, in France, and am in the finest place that could be picked out for an army camp; I sure do enjoy every day of army life 'over here.'

"We have a fine bunch of officers and men here and have a 'heluva' good lieutenant for our commander—I came out with him from Texas and he appointed me foreman of these big shops here. I see so many motorcycles and trucks here, that I am surprised I don't dream of them every night.

"I want to take up the agency just as soon as I get back; I know as soon as I land in Two Rivers, I'll have to get right back on the job, and I would then immediately want my old territory again.

"I have ridden several Harley-Davidsons the past week, and it makes me feel at home whenever I get on one."

It is Read Until the Cover is Worn Off

Our former dealer at Newport, Tenn., A. J. Fisher, writes us from "Somewhere at Sea" on the U. S. S. Mississippi, that he is receiving copies of "The Enthusiast" and that it is more than appreciated. He says that the boys read this little magazine until the cover is worn off, and that at least one thousand boys read it after he has read it.

Expects to Sign a New Contract Before the Year is Over

"Somewhere in France,"
July 20, 1918.

Harley-Davidson Motor Co.,
Milwaukee, Wis.

Gentlemen:

Your letter of the 25th inst. received, and to put it mildly, I will certainly enjoy getting some good old motorcycle news. Motorcycle magazines are not only scarce, but are an unknown quantity over here.

Things are getting interesting again. The Germans have started their new drive, but so far we have given them a little more hell than they could stand. Not wanting to be too optimistic, I think you can figure I'll be around wanting to sign a new contract before the year is

over. In the meantime we are going to finish the job in such a shape that it wont need doing over.

In regard to photographs, it is rather hard to get films, but if I have any chance, I shall certainly forward you some.

We are using Harley-Davidsons exclusively for solo work in our Battalion, and they stand up fine. The roads are built of crushed rock and white clay, and, although they are continually worked on, they are never in the best shape, due to the heavy traffic.

With best regards, I am,

Very truly yours,

R. O. GIFFORD,
Signal Corps, U. S. A.

Youthful Harley-Davidson Enthusiasts



You Bet! They'll Get There

The two plucky, young chaps in the picture, have just purchased a 1918 Harley-Davidson electric model, and expect to ride it from Los Angeles, California, to their home in Buffalo, Wyo.

The larger one of the two boys, Sigma Gilkey, is 17 years old, and his brother is 14 years of age.

It is rather unusual for two boys of this age to make a trip of this kind alone, and we are sure that their determination will not fail them.



Little Erma Heiniger, Anderson, Indiana, Just Loves the Great Outdoors

Harley-Davidson Winnings

C. J. Winger, Miles City, Montana, racing star up in that neck of the country, is still cleaning up and causing people to talk about the Harley-Davidson.

The following are the results of the races held at the Montana State Fair, Helena:

MONDAY, SEPT. 9TH

Five-Mile—Time: 4.57

- | | | |
|-----|-------------------------------------|-----------------|
| 1st | C. J. Winger... | Harley-Davidson |
| 2nd | Ray Jorud..... | Harley-Davidson |
| | Three-Mile—Time: 2.49 $\frac{1}{2}$ | |
| 1st | C. J. Winger... | Harley-Davidson |
| 3rd | M. Ernst..... | Harley-Davidson |

TUESDAY, SEPT. 10TH

Five-Mile—Time: 4.41 $\frac{1}{2}$

- | | | |
|-----|-----------------------|-----------------|
| 1st | C. J. Winger... | Harley-Davidson |
| 3rd | M. Ernst..... | Harley-Davidson |
| | Three-Mile—Time: 2.59 | |
| 1st | M. Ernst..... | Harley-Davidson |
| 3rd | C. J. Winger... | Harley-Davidson |

WEDNESDAY, SEPT. 11TH

Five-Mile—Time: 4.41 $\frac{1}{2}$

- | | | |
|-----|-----------------------|-----------------|
| 1st | C. J. Winger... | Harley-Davidson |
| 2nd | Ray Jorud..... | Harley-Davidson |
| 3rd | M. Ernst..... | Harley-Davidson |
| | Three-Mile—Time: 2.36 | |
| 1st | C. J. Winger... | Harley-Davidson |
| 2nd | Ray Jorud..... | Harley-Davidson |
| 4th | M. Ernst..... | Harley-Davidson |

THURSDAY, SEPT. 12TH

Five-Mile—Time: 4.40 $\frac{3}{4}$

- | | | |
|-----|-------------------------------------|-----------------|
| 1st | C. J. Winger... | Harley-Davidson |
| 2nd | Ray Jorud..... | Harley-Davidson |
| 3rd | M. Ernst..... | Harley-Davidson |
| | Three-Mile—Time: 2.51 $\frac{3}{4}$ | |
| 1st | Ray Jorud..... | Harley-Davidson |
| 2nd | C. J. Winger... | Harley-Davidson |

FRIDAY, SEPT. 13TH

Five-Mile—Time: 4.50

- | | | |
|-----|-----------------|-----------------|
| 2nd | C. J. Winger... | Harley-Davidson |
| 3rd | M. Ernst..... | Harley-Davidson |

The following are the results of the races held at the Billings, Montana, Empire Fair on September 17, 18, 19 and 20.

SEPT. 17TH—Three-Mile

- | | | |
|-----|-----------------|-----------------|
| 1st | Winger | Harley-Davidson |
| 3rd | Englehart | Harley-Davidson |

Five-Mile

- | | | |
|-----|-----------------|-----------------|
| 1st | Englehart | Harley-Davidson |
| 2nd | Winger | Harley-Davidson |

SEPT. 18TH—Three-Mile

- | | | |
|-----|-----------------|-----------------|
| 1st | Englehart | Harley-Davidson |
| 2nd | Winger | Harley-Davidson |

Five-Mile

- | | | |
|-----|-----------------|-----------------|
| 1st | Winger | Harley-Davidson |
| 2nd | Englehart | Harley-Davidson |

SEPT. 19TH—Three-Mile

- | | | |
|-----|-----------------|-----------------|
| 1st | Englehart | Harley-Davidson |
| 2nd | Winger | Harley-Davidson |
| 3rd | Olson | Harley-Davidson |

Five-Mile

- | | | |
|-----|-----------------|-----------------|
| 1st | Englehart | Harley-Davidson |
| 2nd | Winger | Harley-Davidson |
| 3rd | Olson | Harley-Davidson |

SEPT. 20TH—Three-Mile

- | | | |
|-----|-----------------|-----------------|
| 1st | Winger | Harley-Davidson |
| 2nd | Englehart | Harley-Davidson |

Five-Mile

- | | | |
|-----|-----------------|-----------------|
| 1st | Winger | Harley-Davidson |
| 2nd | Englehart | Harley-Davidson |

At the Custer County, Miles City Fair, C. J. Winger won more laurels, as shown by the following results:

SEPT. 23RD—Eight-Mile

- | | | |
|-----|--------------|-----------------|
| 1st | Winger | Harley-Davidson |
| 3rd | Olson | Harley-Davidson |

SEPT. 26TH—Five-Mile

- | | | |
|-----|--------------|-----------------|
| 2nd | Winger | Harley-Davidson |
| 3rd | Olson | Harley-Davidson |

SEPT. 27TH—Ten-Mile

- | | | |
|-----|---------------|-----------------|
| 1st | Winger | Harley-Davidson |
| 2nd | Olson | Harley-Davidson |
| 3rd | Johnson | Harley-Davidson |



To the "D. R."—A Tribute

THEY are up-standing chaps—these dispatch riders. Young men, all of them, with the finest spirit in the world. No men in the service of our country have been less talked about and yet display more absolute nerve and cool courage than the dispatch riders. Theirs is not a service for men who want to live. It is a service of men who expect to be killed in action.

On duty the dispatch rider draws the concentrated fire of every kind of shooting iron within range. To intercept messengers has always been the aim of the enemy. The last gasp of many a mortally wounded "D. R." has been a piteous effort to swallow his messages.

They are valiant—these "D. R." boys. Usually alone, they travel shell-swept areas, sometimes desperately wounded, clinging to their high-powered, speeding mounts—clinging with the last throb of strength; till they are violently flung through space as the gallant rider and motorcycle fall.

Yesterday they were boys who shot along our highways, laughing, clear-eyed, wholesome. God grant that tomorrow they may again streak along our home roads on business or pleasure bent.

Our hats off to the "D. R."

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HALL

1918

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APR 3 1919

The Harley-Davidson Enthusiast



THE NEW HARLEY-DAVIDSON SPORT MODEL

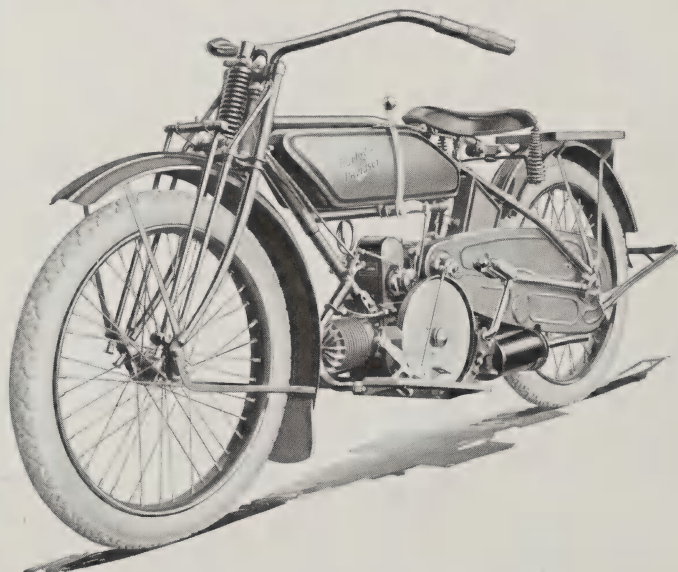
OPPOSED TWIN CYLINDER
MODEL 19-W

After several years of study, design, and development, with the idea of building a lighter weight motorcycle, the Harley-Davidson Motor Co. has created a new model that the motorcycle sport loving fellow will become attached to the moment he straddles it and glides away. Red-blooded outdoor men demand qualities in a motorcycle that will fulfill their desires. They shall have them in the new Sport Model, because like other Harley-Davidson products, it is built to satisfy.

Its design and construction, embodying the following cardinal points, make it the ideal motorcycle for solo riding:

About 100 pounds lighter than other Harley-Davidson models.
Unit power plant with horizontally opposed cylinders.
Low center of gravity.
Low saddle position.
Unit inlet and exhaust manifold.

Drive chain encased.
Trailing type of spring fork.
Large cooling fins on cylinders.
Accessibility.
Automatic oiling throughout.
Alloy steels carefully heat treated for all principal parts.



THE HARLEY-DAVIDSON ENTHUSIAST

Published Now and Then by the Harley-Davidson Motor Co., Milwaukee, Wis., U. S. A.

No. 15

WE'RE OFF— WIDE OPEN!

Beginning December 1st, we will make limited deliveries to our dealers of Harley-Davidson motorcycles, sidecars, and parcelcars. Bicycle deliveries will be better than ever. We are still working on a big Government contract, because they still need motorcycles over there, but the Government has seen fit to permit us to extend delivery of the motorcycles due them, so that we can release at least half of our production to the public.

No new Harley-Davidson motorcycles and sidecars were delivered to the public after August 1st. With the exception of an occasional model on a dealer's floor here and there, the Harley-Davidson dealers in all this time were sold out. Although thousands of customers clamored for machines, our dealers were unable to supply them, because our entire factory output was going right straight overseas, to General Pershing and his victorious Yanks.

Let your friends know that Harley-Davidson motorcycles are on the market again. Let your friends know what a wonderful part motorcycles played in winning this war. Our Government used from 40 to 50 thousand motorcycles during the year and a half that America actively was in this war. Just think of it, boys! 50,000 motorcycles! This means that at least 200,000 American soldiers were taught how to ride and operate them. This means that at

least another 200,000 soldiers were taught how to repair and care for them. Think of the army of motorcycle enthusiasts that will be in our midst when the boys come back!

Judging from the reports we have had from over there, it took red-blooded men to operate motorcycles in this war, and they performed their duties nobly. Motorcycling has always been a sport for red-blooded men. You should be prouder than ever now, that you are a motorcycle enthusiast.

We have it from authentic reports that at the time this war terminated, our army was short something like 30,000 motorcycles, and at least 100,000 capable drivers. We are mentioning this in connection with the above, to impress on you the importance and wonderful part motorcycles took in this war.

From now on let us make the sport more popular than ever. Let us be clean sportsmen. Let us make the public recognize motorcycling as a modern means of transportation, and as the sport for red-blooded men;—yes, as the king of all sports. Let us not be guilty of open mufflers, or speeding in the cities.

Just one more request: Please send in to us any letters or stories and photographs you get from boys that were in the service that have anything at all to do with motorcycles. We want to reprint this material in this little magazine, "The Harley-Davidson Enthusiast."

"Ask the Men in the Service—They Know"

The Care of Your Battery in Cold Weather

The coming of cold weather makes it especially important to give your battery proper attention. It is important all the year round to look after your battery regularly, but in cold weather regular attention is absolutely essential.

If you use your machine all winter, keep your battery as near fully charged as possible. The solution in a discharged or nearly discharged battery will freeze in cold weather, whereas a fully charged battery is not affected by the severest cold. It is important not to add distilled water in very cold weather while the machine is standing idle, because of the danger of the water freezing on the surface of the solution.

If you do not use your motorcycle regularly during the winter, or store it, your battery requires certain attention. It happens frequently that a rider forgets about his battery when he sets his machine away for the winter and finds, to his regret, in the spring that the battery is ruined. The battery must be considered as an active body constantly undergoing change, and not as a dead mass. Considered in this light, it is easy to realize how important it is to follow certain simple precautions to keep the battery in the pink of condition.

Herewith are complete instructions on the winter care of a battery, depending on whether the battery is in constant service, intermittent service, or stored. It is to the interest of every owner of an electrically equipped machine to read and follow these instructions to the letter.

How to Add Distilled Water When Battery is in Service in Cold Weather

Add distilled water once each week, but in cold weather be sure to add the water just before the battery is charged, or before running the motor. If the temperature is very low, run the ma-

chine for a while before adding the water. Then add the water, and run again. This will thoroughly mix the distilled water and electrolyte and avoid freezing of the battery. It is a very important point to run the motor immediately after putting distilled water in the battery in cold weather, although the motor should not be run on the stand or idle. Run the machine on the road under normal conditions.

Do not add water while the machine is standing idle in the cold or after a ride, because the water may freeze on the surface before it is mixed with electrolyte and seriously damage the battery.

Why it is Especially Important to Keep Battery Fully Charged in Cold Weather

It is, of course, important to keep the battery as fully charged as possible at all times, but this is particularly true in cold weather. Do not burn the lights unnecessarily while the machine is standing. Take frequent hydrometer readings and if the specific gravity falls below 1.200 have the battery charged from an outside source. From the table given below it will be seen that the electrolyte in a fully charged storage battery will not freeze even in the coldest weather. On the other hand, the electrolyte in a discharged battery will freeze at about 18 degrees above zero. The importance of taking frequent hydrometer readings and of keeping the battery fully charged can therefore be appreciated.

Specific Gravity Table

Specific Gravity	Freezing Point
1.100	18° F.
1.150	4° F.
1.200	—17° F. (below zero)
1.250	—60° F. (below zero)
1.300	—94° F. (below zero)

"The Motorcycle That is Being Talked About"

What to do if Machine is Taken From Service Less Than Two Months

Many riders now use their motorcycles practically the year round so that the following suggestions may not fit your case. If you do not use your machine continually in cold weather, read carefully.

If the battery is to be placed out of commission for less than two months, it is only necessary to add water to the cells just before running the motor the last time and to make sure that the battery is as near fully charged as possible. The specific gravity should read 1.250 or over. If lower than this, have the battery charged from an outside source. Disconnect the charging wire from the terminal block on the outside of the battery box, because often a slight leak in the wire will cause the battery to discharge. Disconnect the battery ground wire as well, and tape the ends of both wires so that they cannot make connection on the machine.

What to do if Machine is Taken From Service Longer Than Two Months

It is best to refer your battery to your

dealer, to the local Exide service station, or to a reliable garage or battery service station for attention, if the machine is to be laid up more than two months. If this is not practical, fill the battery to the required level and have it charged. Remove it from its case and place it where it will be dry, cool (not freezing) and free from dust. Once every two months during the period it is out of service, renew the freshening charge, that is, charge the battery as explained previously. If it is not possible to have the battery charged, it can be allowed to stand for a period not to exceed six months, provided it has been fully charged first. Better results, however, will be obtained if the freshening charge is given every two months as mentioned.

Placing the Battery Back Into Service

Always add distilled water and have the battery charged before putting it back into service, even though it has been out of service less than two months. If it has been out of service more than two months and the periodic charges have not been given, have the battery charged for at least 50 hours at one-half ampere charging rate.

Bulletin for Owners of Electric Models Fitted with 250 Type Generators

Service Bulletin No. 74 is devoted to the care of the model 250 generator, which is regular equipment on 1915 to 1918 models. (The later 1918 models are equipped with the 235 type generator). It is essential that the generator receive certain attention and care, and copy of Bulletin No. 74 will be furnished to riders upon application.

Judging from the condition of generators on motors returned to this factory for overhauling, there is very much room for improvement in the care given the generator. Brushes are frequently worn

away, the commutator is grooved or at least blackened, and there have even been cases of owners having left the brush holders cut into the commutator. These conditions necessitate extensive repairs which could have been saved if the owner had given the generator a little attention occasionally.

Bulletin No. 74 covers every angle of the care of the generator, and it will pay every owner of a machine with a model 250 generator to read this bulletin carefully and follow its recommendations.

"Ask the Men in the Service—They Know"

Two Improvements Recommended for Earlier Models

Motor Clamping Plates

The 1919 models are fitted with clamping plates, $\frac{3}{8}$ " bolts and castellated nuts to hold the motor absolutely secure in the frame under the severest conditions of service. These plates have been used on army machines during the past year and have served their purpose so well under the rigors of military service, that they have been made standard on all machines.

The plates can be fitted and are recommended for all three-speed models. A set consists of two plates with knurled faces, two $\frac{3}{8}$ " bolts, two castellated nuts, two lock washers, and two cotter pins. Two sets are needed for a frame. The cost of two sets is \$1.50 and the investment is well worth while. The assembly can be ordered through the nearest dealer under No. GK-724-Motor Clamping Plates. Instructions for fitting are as follows:

Center the motor properly in the frame and clamp it in place temporarily with "C" clamps. Drill, ream, or file the lower bolt holes in the crank case lugs and frame lugs, and temporarily clamp the motor in this position by fitting two of the clamp bolts. The "C" clamps can then be removed and the remaining bolt holes enlarged in like manner. A $\frac{3}{8}$ " drill, or reamer, must be used because the bolts should be just a

snug fit in the lugs. The plates are to be fitted, one under the bolt heads and one under the clamp screws, with the knurled faces against the crank case lugs and frame lugs, respectively.

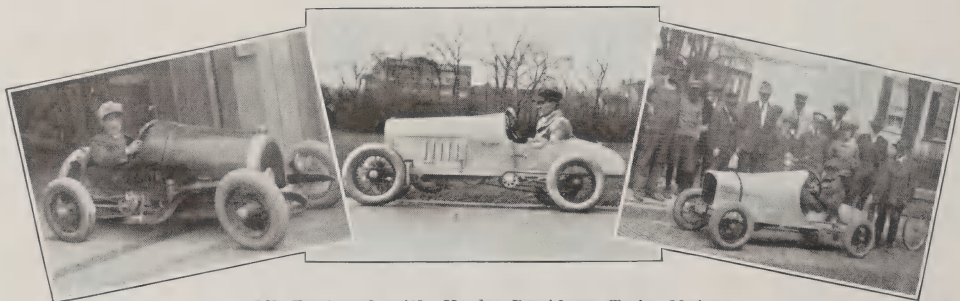
After all plate fittings are in place and the clamp nuts have been drawn up, the plates should be struck with a piece of brass bar and hammer so that the knurled faces can cut into the lugs still farther. The nuts are then again tightened securely and the cotter pins fitted.

Larger Tank Screws

The 1919 models are furnished with $\frac{7}{32}$ "x32 hexagon head clamp screws. These screws can be drawn up tighter than the smaller screws, and the danger of twisting them off when they are to be removed is considerably less than the danger of twisting off the smaller screws.

These screws are recommended for all 1914 and later model frames.

The frame is to be drilled with an $1\frac{1}{64}$ " drill, and tapped with a $\frac{7}{32}$ "x32 tap for the large screws. Before the holes in the gasoline tanks are enlarged, they are to be marked off after the tanks have been tried on the frame. A small rattail file is then used to bring the holes to size. The screws are furnished under No. GO-501, \$.04 each, the lock washers under BO-407, \$.01 each.



All Equipped with Harley-Davidson Twin Motors

"Ask the Men in the Service—They Know"

Regulating Output of Model 235 Generator

If it is noticed that a battery requires an excessive amount of water, it may be that the generator is overcharging. This applies particularly to the model 235 generator, which has a higher charging rate than the model 250 generator. Naturally, this does not apply if distilled water is not added regularly each week, or if the battery leaks.

If distilled water is added weekly and there is not enough solution above the plates to obtain an hydrometer reading with the standard hydrometer, and provided the battery does not leak, the output of the generator should be reduced.

This is likely to apply if a machine is used for practically nothing but daylight riding, for at the factory the output of the generator is adjusted to keep the battery charged for a fair amount of night riding. It is suggested in case the output must be reduced that the machine be referred to the nearest service station of the United Motors Service, Inc., (the official Remy service organization), or to the nearest Harley-Davidson dealer to have the output tested and reduced, if necessary. Dealers have special instructions on this subject, and since the work is specialized, it should not be done by one who is not thoroughly familiar with it. Constant overcharging will shorten the life of the battery.

Lots o' Pep!

J. L. Musante, of Frederick, Md., writes us that only the Harley-Davidson motorcycle could pull his loads, and that even at that, anyone would have to do more than 60 miles an hour if they wanted to pass him. He says that he has more fun with his motorcycle than any of the other riders, because they think his motorcycle hasn't any speed, but the only thing he allows to pass him, is the Stutz.

Rubber Cover for the Model 235 Generator

The center lead of the distributor cap of the model 235 generator is now provided with a rubber cover as a precaution against short circuiting, due to water.

Harley-Davidson dealers are furnished with covers for machines that were not fitted with covers originally, free of charge, and owners of 1918 electric models are requested to get in touch with their dealers to have this cover fitted.



"Slim Cole," of the Chaplin Studios, doing one of his daredevil stunts

"The Motorcycle That is Being Talked About"

Good Oil and the Right Grade

It is common knowledge that the same grade of motor oil cannot be used in winter as in summer. Summer oil should be used for temperatures above 40 degrees Fahrenheit. Between 40 degrees Fahrenheit and 5 degrees below zero, winter oil can be used with satisfaction. For a temperature below 5 degrees below zero, even winter oil will congeal and should be thinned with kerosene in the proportion of one pint to a gallon of oil. This applies to the motor and the transmission as well.

The use of a heavy oil in cold weather means a hard starting motor and danger of damaging the mechanical oiler and causing the pistons to seize. In the transmission it means unnecessary friction contributing to hard starting, and chances of sticking a gear. So much depends on the lubrication of the motor that it seems surprising that many riders continue to use poor oil and neglect to

change the grade of oil according to the temperature. The mechanical oil pump of a Harley-Davidson motor will deliver the right amount of oil for practically all riding speeds. All that the owner of a Harley-Davidson motor need look after is to use the right grade of the right oil and keep his oil tank filled.

For safety sake, Harley-Davidson oil is recommended. The rider who wants the assurance that his motor is being properly lubricated will use nothing else. The knowledge that his motor will outlast a motor that is not lubricated with the right kind of oil, and the satisfaction there is in knowing that his motor can always be depended upon to take him where he wants to go and bring him back, pays many times for the slight difference in the cost of the genuine Harley-Davidson oil and an oil with which he is taking a chance.

No Vehicle for an Aviator

"Jogging Along at 64 Miles an Hour"—Injured its Rider

Lieut. Paton MacGilvary, U. S. A., in the Atlantic Monthly

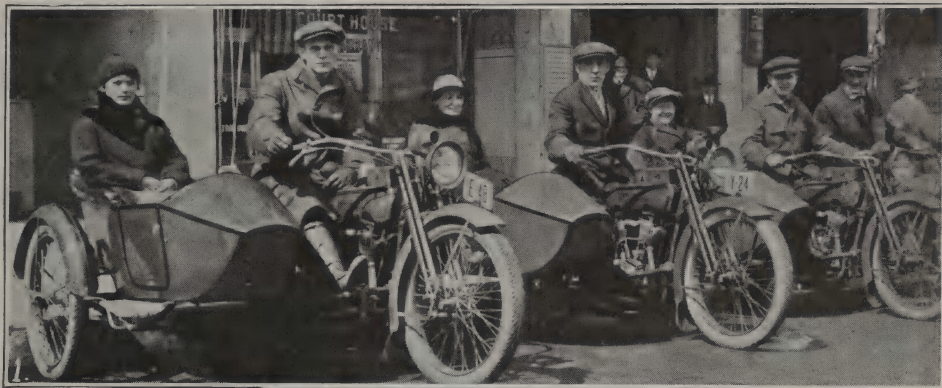
At present I am in the convalescent ward (of an American aviation center in Italy), recovering from a slight accident wherein the motorcycle, the silly beast, shied at a dog and ran off the road while I was jogging quietly along, at sixty-four miles an hour. These crazy cycles seems to poke along, after one has been riding in a plane near the ground, making twice that speed. Hence the temptation to run along wide open on "high."

I had my usual luck—motorcycle almost a complete wreck, but I was gently tossed twenty or thirty feet from the scene of the accident and thus got out of the way. When found, I seemed to be suffering from a sprained left ankle, a rather deep gash down to the bone

on my left shin, a dislocated thumb, and a face that is a sight to behold. I never was a beauty until now—it's quite wonderful how the little experiences of life make a new man of you. And really *aviation*, I am finding, has its dangers.

Were it not that the accident occurred "in line of duty" I should probably be explaining to some stern court-martial why our camp has one less Harley-Davidson. The commanding officer forbade my riding a motorcycle again, saying rather delicately that aviators are too valuable to waste on a Harley-Davidson; but somehow or other I have rather a sneaking suspicion that it was merely a tactful way of saying that motorcycles in Italy are too valuable to waste.

"The Motorcycle That is Being Talked About"



1—Harley-Davidson Enthusiasts just starting for a 100-mile trip on the famous Columbia River Highway, Portland, Oregon. 2—Chas. H. Pfister and family, Belleville, Ill., out for a spin. 3—Mrs. H. G. Simmons, Shreveport, La., is an ardent enthusiast. 4—Frank L. Corey and wife, Sterling, Conn. 5—Earl J. Shorb, Hobart, Ind., writes that his new Harley-Davidson certainly has the pep. 6—G. C. Beatty and sister, Pleasanton, Kas., after riding $3\frac{1}{6}$ miles in $11\frac{1}{2}$ hours. 7—Just "Frankie."

What do you Know About your Motorcycle?

We have conducted a school for training motorcycle repairmen for military service during the past eighteen months. A written examination of one hundred questions is one of the tests of the students' final grading. A few of the questions selected at random are printed below. How many of them can you answer correctly? The answers will be furnished upon application.

1. What is the difference in construction between a solo and a sidecar motor?

2. What is the bore and stroke of the Harley-Davidson motor?

3. Why is it necessary to keep the outside of cylinders clean?

4. Why are cylinders taper ground?

5. Why is the piston ground smaller at the top than at the bottom?

6. What is the proper gap between the ends of the three piston rings when fitted to the cylinder?

7. What method is recommended for fitting piston rings in grooves?

8. What method is recommended for grinding in valves?

9. How can a valve be tested to determine whether or not it is seating properly?

10. When should valve springs be discarded?

11. How do weak valve springs affect the operation of the motor?

12. Outline two methods used to remove a sticking inlet housing.

13. Name three of the most common causes for loss of compression.

14. Why does carbon reduce the efficiency of the motor?

15. What is the exhaust valve tappet clearance?

16. In what condition must motor be when determining proper valve clearances, and why?

17. What are the functions of the breather valve?

18. How many miles should machine travel on one gallon of oil?

18. When should hand oil pump be used?

20. What are the effects of running motor with too much oil in the crank case?

21. How can a clogged feed line be detected?

22. Describe procedure necessary to remedy a slipping clutch.

23. How would you remedy oil soaked friction discs?

24. How can proper clutch operating lever adjustment be determined?

25. Name a combination of sprockets for sidecar and solo machines, giving gear reduction for each.

26. What kind of lubricant should be used in front, rear and sidecar wheel bearings?

27. What pressure should be carried in front, rear, and sidecar tires?

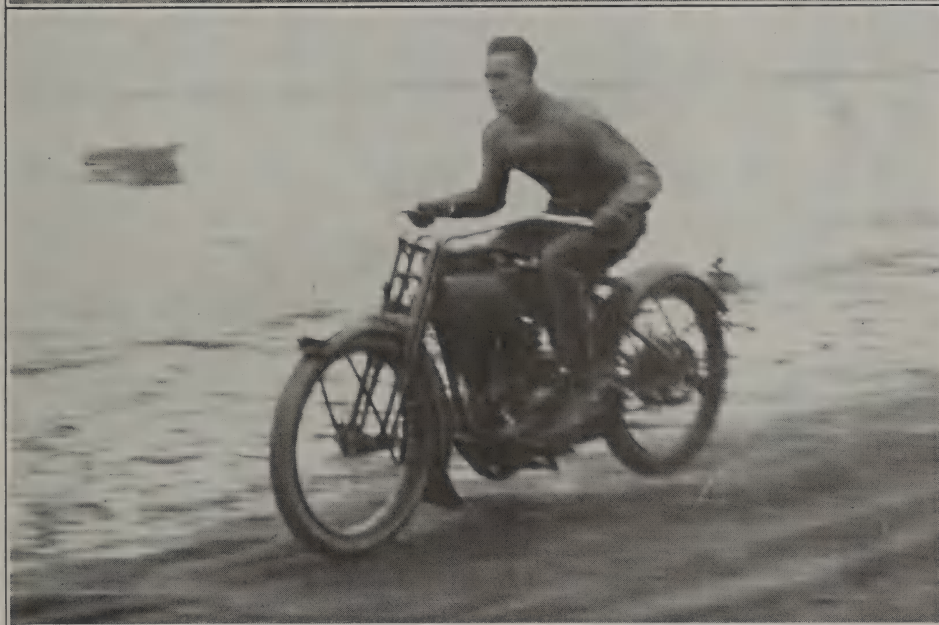
28. In attaching sidecar, what are the important points to consider?

29. If your brakes fail to work going down hill, how would you retard momentum of machine?

WANTED

Every day we receive letters from motorcycle riders, repairmen, dealers, and others, giving details of wonderful motorcycle performances, both here and over there. But we want MORE letters—and photos too, if possible. Send them along—everybody and anybody. This material is desired for compiling a history of the motorcycle's part in the war.

"The Motorcycle That is Being Talked About"



When it comes to pulling off stunts and breaking speed records, John Terhune has them all going. The above pictures were taken at Seidler's Beach, N. J., where Terhune made a 36-foot jump.

"Ask the Men in the Service—They Know"

We're Off!

Beginning December 1, we will divide our production between the Government and our dealers. At that time deliveries can be made of the magneto model, sidecars and parcelcars.

Limited deliveries of the electric model will be made only on special orders, such as police departments, etc. Our greatly increased production facilities will enable us to meet the demands of the dealers with reasonable promptness.

These Dealers, Like Many Wide Open

CHICAGO, MILWAUKEE AND LAKE SUPERIOR TELEGRAPH COMPANY CONNECTING WITH		
POSTAL TELEGRAPH - COMMERCIAL CABLES		
COUNTER No. TIME FILLED	TELEGRAM	CHECK
Chicago, Milwaukee and Lake Superior Tel. Co. transmits and delivers this message subject to the terms and conditions printed on the back of this blank.		
<small>SEND the following Telegram, subject to the terms on back hereof, which are hereby agreed to.</small>		
<small>[DESIGN PATENT No. 40529] 1 CM-2150K</small>		
Harley-Davidson Motor Co. Milwaukee, Wis.		
Ship one carload of machines and sidecars. Will accept anything you can send us in the way of sidecars and machines.		
W. J. WALKER		

Lots of "Pep" in Wood's
Letter — Here's Part of It

Here are my orders—fill them when and stamp on it, I CAN SELL (not and if you can make them run with that you get ready to deliver."

Wide Open!

After having served Uncle Sam exclusively for many months, the Harley-Davidson, being released for civilian use, will be back on the old familiar American city streets and country roads with greater honors than ever before. For the wonderful work that it has helped to perform on the battlefield, the Harley-Davidson will be idolized by the loyal riders and dealers who carried on so faithfully during the great war.

Others, Are Anxious to Go
—Are You?

CHICAGO, MILWAUKEE AND LAKE SUPERIOR TELEGRAPH COMPANY
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Chicago, Milwaukee and Lake Superior Tel. Co. transmits and delivers this message subject to the terms and conditions printed on the back of this blank.

SEND the following Telegram, subject to the
terms on back hereof, which are hereby agreed to.

[DESIGN PATENT No. 40529]

Harley-Davidson Motor Co.
Milwaukee, Wis.

Congratulations on the part you took to
help win the war. Ship car machines
as soon as possible.

Motorcycle & Supply Co.

and how you can. Anything that has the Harley-Davidson monogram
(the large letters.) Ship any kind of motors you can—magneto or electric;
it either, I will take your word for it and invest my money in a product
R. S. WOODS.

From an Owner of an Old Model

Cincinnati, Ohio., Oct. 2, 1918.
Harley-Davidson Motor Co.,
Milwaukee, Wis.
Gentlemen:

I note with interest that in your current issue of "The Harley-Davidson Enthusiast" you evince some curiosity as to the oldest machine still in commission.

I beg to say in this connection, that, although I doubtless do not possess the machine entitled to priority in point of age, I *do* own a machine that, considering it to be a 1911 battery belt model, may perhaps be cited as an example of the stuff that the Harley-Davidsons are made of.

My machine is brand new in appearance, regardless of the thirty or forty thousand miles that it has gone in all kinds of weather, through all sorts of slush, snow and mud.

Probably after the war, I may "run up to the factory" as the boys say, and let you judge for yourselves.

This silent gray of the old type has



The Daily News, St. Paul, Minn., uses this parcelcar outfit for their special service—delivering the "extras" to the "newsies" on the streets.

sold for you many a machine in her time, and should I have it photographed, there can be little question as to your willingness to illustrate it in your interesting little booklet, "The Harley-Davidson Enthusiast."

Despite the fact that I am one of the "old timers" and ride little, this magazine is still sent to me so courteously, for which let me thank you.

Yours very truly,
GUY PIATT.



Harley-Davidson parcelcar delivery is quick and economical

"The Motorcycle That is Being Talked About"

A Dandy Letter

Miami, Fla., Aug. 12, 1918.

Harley-Davidson Motor Co.,

Milwaukee, Wis.

Gentlemen:

Have been thinking of writing of some of our experiences for quite a while.

I have owned four Harley-Davidsons: my first was a 1911 single; second, a 1912 twin; third, a 1915 three-speed; and last, a 1918 electrically equipped. So you know I have had lots of experience and pleasure. Have used a sidecar with the last two.

Have a wife and little girl nine years old, who go on all the trips. One of our longest trips was one of 1800 miles—from Augusta, Ga., to Miami, Fla. We had some of the worst roads that could be imagined, until we reached Jacksonville. Sand, that the foot rest had to plow through, but the old Harley-Davidson was there with the goods—she came right on through.

Took another long trip across the state of Florida, Christmas, with some more bad roads. Went through about 60 miles of sand on a stretch. The trip was about 400 miles and cost us only \$5.60 for oil, gas, and hotel bills. We left Miami, Saturday, and arrived in Bartow on Sunday afternoon. Had a little tire trouble, as two of our tires were old, but no motor trouble at all.

On our return trip, a man (I guess I will have to call him that, although he doesn't deserve it) ran into us, but didn't stop. He tore my back wheel all to pieces. We were 12 miles from any station or even a house. Finally I was picked up and carried to Titusville, where there was a Harley-Davidson agent, but he couldn't fix me up, and he had no wheel to sell me. A young man by the name of R. B. Wilson, loaned me his wheel to come to Miami with. See what kind of men ride Harley-Davidsons, eh?

I have a neighbor who just bought a

motorcycle of another make. I tried to persuade him to buy a Harley-Davidson; he has had his machine about three of four weeks and is sure sore because he didn't take my advice.

Well, guess I had better close for this time.

Yours for Harley-Davidson always,

H. E. HUGULEY,

111 Ave. C.

Always Keeps Going

J. A. Stafford, 531 W. 145th St., New York City, writes as follows:

"I have been riding my Harley-Davidson for two years, and must admit that it is the most remarkable machine I ever saw. I have traveled sand roads where the wheels were up to the hubs in sand, and over hills and rough roads. I have not had any engine trouble—it always keeps going.

"It is a magneto model, equipped with sidecar, and I can do almost anything with it. I can hit 55 or 60 miles an hour and go 45 to 60 miles on a gallon of gasoline.

"Please be sure to send me a copy of all the 'Enthusiasts' as I enjoy them very much."



"This is the way they bring them in here," writes Fred O. Simons, of Fortuna, California. This load, which consisted of the camping equipment and the buck, was hauled over 60 miles.

"Ask the Men in the Service—They Know"

Didn't Even Have to Clean a Spark Plug

The following is a very interesting account of a trip that Mr. Clyde Diehl, of Belleville, Ill., made with Mr. Wm. Bosse, on Harley-Davidson motorcycles. They started out on the 18th of July, riding through the state of Illinois, and ended up on the 21st:

"We started from Belleville in the morning, riding south through sand and dust throughout the entire trip, but there wasn't enough sand and dust to stall the Harley-Davidson. Between Carbondale and Anna, Ill., we hit the largest hills I have ever seen, in some places the rocks sticking up out of the hills 10 or 12 inches.

"On Friday we rode from Belleville to Cairo, starting at 6 o'clock in the morning and arriving at destination at 7 in the evening. This trip was also made through sand and rocks, but we did not have the least trouble; no punctures or engine trouble at any time.

"We covered the entire distance on 8

gallons of gasoline, and with about one-half gallon of Harley-Davidson motor oil. I might say right here that the Harley-Davidson motor oil is certainly good—we did not even have to clean a spark plug.

"Both of us enjoy riding a Harley-Davidson. I owned three motorcycles of two other makes, but the Harley-Davidson is the best one I ever rode.

"We think we made a pretty good showing for the Harley-Davidson around Cairo. Every person there was stuck on it after we showed them the power it had."

A Powerful "Bird"

"Had all makes of motorcycles, but none of them stood as much hard riding or weight as the Harley-Davidson. All winter long and all this summer I rode my Harley-Davidson outfit with two in the sidecar and two on the motorcycle. It is a powerful bird."

This is part of a letter written by Walter Soutys, 181 Grote St., Buffalo, N. Y.



Wild places where game like this abounds can be reached quicker and more easily with a motorcycle than with any other vehicle of transportation

"The Motorcycle That is Being Talked About"



Fred James, Rockford, Ill., and his brothers go for a week-end fishing trip every week. He has had three Harley-Davidsons and now owns an 18-F model

427 Miles Without a Miss

Stanley Cusiek, 20 Skidmore St., Hudson, Pa., writes as follows:

"We made 427 miles in 12½ hours riding time, starting from Cleveland, Ohio, at 2 A. M. and arriving here at 3:15 P. M. the same day. I allowed 45 minutes for lunch, and had one puncture.

"My motor made the 427 miles without a miss. At times I rode in mud so deep that I had to stop and clean it off the brake and the clutch, which were entirely covered.

"When I landed in Damascus, Ohio, the clerk at the Post Office said that it was too bad there was no photographer on hand, so that he could take a picture of the 'muddiest devil' on earth. He asked me whether I flew through the mud, and I answered: 'Yes, but you have got to have one of these Harley-Davidsons to do it with.'

"After I scraped off all the mud, he took me to his house. He was so pleased with my story that he said he was going to get a Harley-Davidson the following week.

"All I have to say, is, that there is not another motorcycle on earth like the Harley-Davidson; I tried them all and

had four other makes. This is my second Harley-Davidson, so 'I know!'"

Another Old Model

"I saw in 'The Harley-Davidson Enthusiast' a little piece about the oldest Harley-Davidson. I sold my old 1909 model about six months ago and it is still in good running condition. I traveled over a hundred thousand miles." So writes Coleman M. Pringle, 514 Broughton St. East, Savannah, Ga.



J. I. Clark, and his brother, who have just returned from a fishing trip of 16 miles. He expresses high praise for his two-speed model and states that it has paid for itself more than once in the service that it has given him.

"Ask the Men in the Service—They Know"

129.8 Miles on Two Gallons of Gas

183 Claremont Ave.,
Montclair, N. J.,
Sept. 28, 1918.

Harley-Davidson Motor Co.,
Milwaukee, Wis.

Gentlemen:

I purchased my machine last May in Chelsea, Mass. Since then I have ridden the motorcycle about 4000 miles, through Massachusetts, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia, and Virginia.

I have taken many long trips over all sorts of roads, and never have I had any serious trouble. This summer I made 129.8 miles on two gallons of gas, which is very good considering the fact that some of the running was around the city with starts, stops, and low gear work. On a recent trip from here to Boston, I made the entire distance in $10\frac{1}{4}$ hours. That was 263 miles, and for about $1\frac{1}{2}$ hours of that time, I was stopped by various delays—not the motorcycle's fault.

I consider that the Harley-Davidson three-speed twin, with electrical equipment, is the most convenient and reliable outfit on the market. I am entirely satisfied with my Harley-Davidson's performance, and know that all other Harley-Davidsons are doing just as well for all other owners.

Very truly yours,

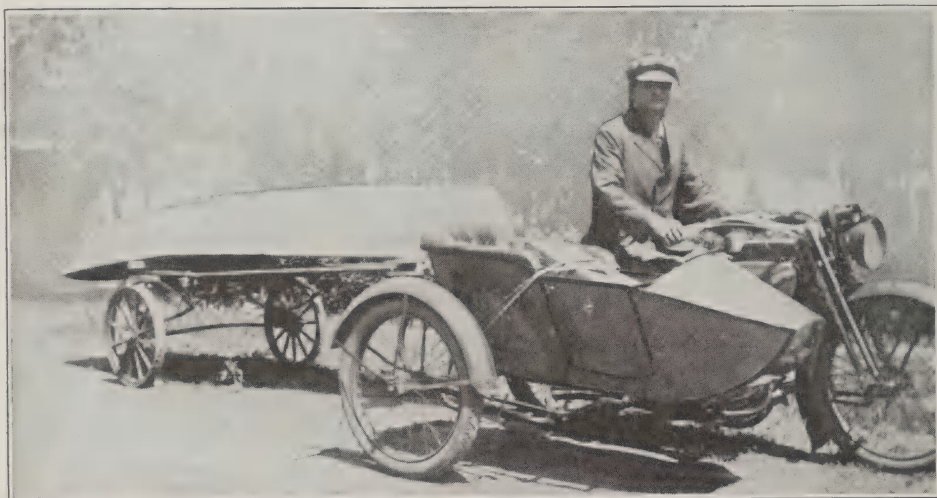
J. ROWLAND HOTCHKIN.

Getting Ready for the Ducks

R. H. Hall, 618 Hickory St., Omaha, Nebraska, writes:

"Just getting ready for the ducks! Enclosed you will find photo of one of your 17-J models which pulled this boat and trailer. The trailer is the front part of an old Pope Hartford Electric.

"I made the trip from Omaha to the Platte River, a distance of 30 miles, over hills and through sand, with 100 pounds of carpenter tools in the sidecar. The boat and trailer weighed 500 pounds. You can't get stuck with a Harley-Davidson."



R. H. Hall, Omaha, Neb., on his way to get the ducks

"The Motorcycle That is Being Talked About"



Pretty Good Record for a Man of 63

The above picture is that of L. E. Thayer, father of our former dealers in Lewistown, Idaho. He is over 63 years old and is probably the oldest rural mail carrier driving a motorcycle outfit. His route is about 30 miles each day.

Just for pastime he recently took a ride up to Spokane, riding 112 miles in five hours and twenty minutes, beating the railroad time. This is the third summer for his 1916 machine. His total repairs consisted of one set of piston rings, one set of sprockets, and chains. He uses about one gallon of gasoline per day, and has 150 stops.

He has been a rural mail carrier for 15 years, and rode motorcycles for about 10 years.

1200 Miles—13½ Gallons of Gasoline

E. W. Chaffee, 19 Union St., Cranford, N. J., writes:

"I have just landed home from a 1200-mile run from here through New York State, via Albany, N. Y., to Burlington, Vt., into Canada. Then back through Newport, Vt., into New Hampshire, via Newport, Keene, and Springfield, Bridgeport, N. Y. Then

home, making 1200 miles on a 1913 Harley-Davidson single belt drive.

"This is some machine as I made the whole trip on only 13½ gallons of gasoline. Had no belt, engine, or tire trouble. The Harley-Davidson motor makes riding a pleasure and troubles fly away as the road does behind you."

Would Not Trade

Savannah, Ga., Sept. 21, 1918.
Harley-Davidson Motor Co.,
Milwaukee, Wis.

Dear Sirs:

I have just finished a nice little trip from Savannah, Ga., to Atlanta, Ga., and return, by way of Augusta and Macon, the distance being 655 miles. I had a fine trip—no engine trouble at all; did not even have to clean a spark plug.

I have been riding Harley-Davidson motorcycles for the last five or six years and am well pleased with them. Would not change my 1915 Three-speed for any other make of later models.

Yours truly,

COLEMAN M. PRINGLE,
514 Broughton St. East.

P. S.—Riding time on my trip was 26 hours. Some of the roads were wet with Georgia clay, and they sure were slippery.



Coleman M. Pringle, Savannah, Ga.

"Ask the Men in the Service—They Know"

The Kaiser's Talk to Hell

The Kaiser called the Devil up,
On the telephone one day,
The girl at Central listened to
All they had to say.

"Hello," she heard the Kaiser's voice,
"Is old man Satan home?
Just tell him this is Kaiser Bill
That wants him on the 'phone."

The Devil said, "Hello," to Bill,
And Bill said, "How are youz?
I'm running here a Hell on earth,
So tell me what to do."

"What can I do," the Devil said,
"My dear old Kaiser Bill,
If there's a thing that I can do
To help you, I sure will."

The Kaiser said, "Now listen,
And I will try to tell,
The way that I am running
On earth, a modern Hell."

"I have saved for this for many years,
And have started out to kill,
That it will be a modern job,
You leave for Kaiser Bill."

"My army went through Belgium,
Shooting women and children down,
We tore up all her country,
And blew up all her towns."

"My Zepps dropped bombs on cities,
Killing both old and young,
And those the Zeppelins didn't get,
Were taken out and hung."

"I started out to Paris,
With the aid of poisonous gas,
The Belgians, Dam 'em, stopped us,
And would not let us pass."

"My submarines are devils,
Why, you should see them fight,
They go sneaking through the sea
And sink a ship at night."

"I was running things to suit me,
'Till a year or so ago,
When a man named Woodrow Wilson,
Wrote me to go more slow."

"He said to me, 'Dear William,
We don't want to make you sore,
So be sure to tell your U-boats,
To sink our ships no more.'"

"I did not listen to him,
And he is coming after me,
With a million Yankee soldiers,
From their homes across the sea."

"Now that's why I called you, Satan,
For I want advice from you,
I knew that you would tell me,
Just what I ought to do."

"My dear old Kaiser William,
There is not much for me to tell,
For the Yanks will make it hotter,
Than I can, for you in Hell."

"I have been a mean old Devil,
But not half so mean as you,
And the minute that you get here,
I will give my job to you."

"I'll be ready for your coming,
And I'll keep the fires all bright,
And I'll have your room all ready,
When the Yanks begin to fight."

"For the boys in blue will get you,
I have nothing more to tell,
Hang up the 'phone, and get your hat,
And meet me here in Hell."

"Ask the Men in the Service—They Know"

Why You Should Fill Out and Mail Your Motorcycle Registration Card

Harley-Davidson Motor Co.,
Milwaukee, Wis.

Gentlemen:

This note is to explain my tardiness in mailing the registration card. When I purchased the machine from Turner Bros., they took the engine number, and after that, when I found the card I did not think it necessary to send it. I re-

ceived a copy of the 1917 manual last week, and on reading it, I recognized the importance of the card. You should receive the card with this note.

I know the guarantee on the engine has expired, but that does not worry me as it is running better than ever.

Yours, etc.,

WILLIAM MILLAR HALE,
33 Nepean Road,
Elsternwick,
Melbourne, Victoria, Australia.



"TO HELL WITH PARTY POLITICS!" From *The World*, N. Y.

"Ask the Men in the Service—They Know"

To the North-Pole With a Harley-Davidson

Our dealers, Sorenson og Balchen, of Kristiania, Norway, write us as follows:

"This is to let you know that we have sold one Harley-Davidson motorcycle to Captain Roald Amundsen, the explorer of the South Pole.

"The motor number is 13428-M, and the entire outfit is at the present time on board the new polar ship 'Maud' which will leave Norway for the North Pole, shortly.

"This motorcycle shall be used for driving a motor-sledge in connection with a little winch for pulling up the longline when measuring the depth of the sea. We will send you a picture of the polar ship and also a picture of the motorcycle as it looked when it was mounted in a shop here and tested before being placed on board ship. Dr. Sverdrup, one of the members of the expedition, has promised us some pictures of the motorcycle in use, when the ship once returns to Norway.

"The writer has also sent you a post-card with a few words. This card will follow the polar ship on the voyage, and Captain Amundsen will put a special post-mark on the card, indicating the northern latitude the ship reaches. Upon returning here in about three or four years, the card will be sent to you from the ship in the regular mail. The card is one of a special series printed for this purpose.

"Hoping that our explorer will reach the North Pole, and that you get the card marked at the pole, we are," etc.

He Made It, Alright

Alta Loma, Texas,
Harley-Davidson Motor Co.,
Milwaukee, Wis.

Gentlemen:

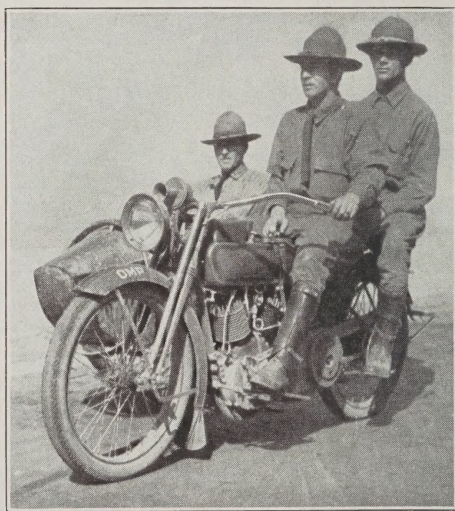
I wrote to you last winter and asked you what you thought of my taking a 3000-mile trip on a Harley-Davidson, and you said I could make it all right. So I bought an 18-J from the Harley-Davidson dealers in Spokane, Wash., last spring, and it sure is a good machine.

I left Spokane on the 24th of June and made 3000 miles in 17 days. I made more than 40 miles to the gallon of gas—no trouble at all. I cannot say too much for the Harley-Davidson.

I went up some awful grades, and sand and mud, and I never had the machine in the shop.

Yours very truly,

T. A. KILPATRICK.



This picture shows one of the outfits used by the Oregon Military Police in Eastern Oregon to protect the wheat fields. Corporal Church and Privates Reed and Crabtree are shown getting ready for their night's work. The Oregon Military Police have 12 such outfits.

"The Motorcycle That is Being Talked About"

The Picture on the Cover of this Issue

is that of Miss Sterling L. Britton, of Garden City, L. I. Miss Britton takes the curves on the speedway on two wheels. She is just as adept astride the Harley-Davidson as she is driving the auto for the Q. M. Dept., U. S. A., Camp Mills.

Another Enthusiast

This is what Frank C. Vaughn, of Washington, D. C., writes about the trip which he made recently with his wife:

"Myself and wife have just returned from a vacation trip through eight states, a total of 1524 miles. Our machine worked fine, and we had a very successful trip. There were lots of hard pulls over two mountains and plenty of bad roads, but the Harley-Davidson was there every time. I don't think any other motor could have done as well.

"I bought 38 gallons of gasoline, started with a full tank, and when we finished the tank was nearly full."

Another Winner

Hi Hascall, manager of our Parts and Accessories Department, who is always on the lookout for riders' comforts, has again picked a winner. This is a fleeced khaki hood resembling the winter helmet worn by our soldiers. It is not knitted but is made of closely woven cloth and can be worn under the hat or cap. It is an ideal head-piece for cold weather and motorcyclists will derive much comfort from its use.

**The number is HX320;
The price, \$1.00**

If your local dealer cannot supply you, order direct from us. Money order must accompany your order.

Pass It Along

After you have finished reading this magazine, either pass it along to someone who you know will appreciate it, or mail it to a rider enthusiast who is in the service either here or "over there."

We receive many requests from boys in the service, asking us to send motorcycle news to them. Many of them who are getting "The Harley-Davidson Enthusiast" write back that they are glad to be remembered.



"Ask the Men in the Service—They Know"

The Breeches Coat

This is very similar to the coat of this type we supplied in the past but has been greatly improved. Made full around the bottom so that when it is lar comes up high and is made to fit. This coat combines utility for rough wear and style for raincoat wear. It is positively waterproof and may be worn as an ordinary raincoat or with the skirt converted into breeches to make a one-piece jumper that is motor, wind and dust proof. Sizes 36 to 44.

HX312..... \$12.00

